EXCLUSIVE INTERVIEW

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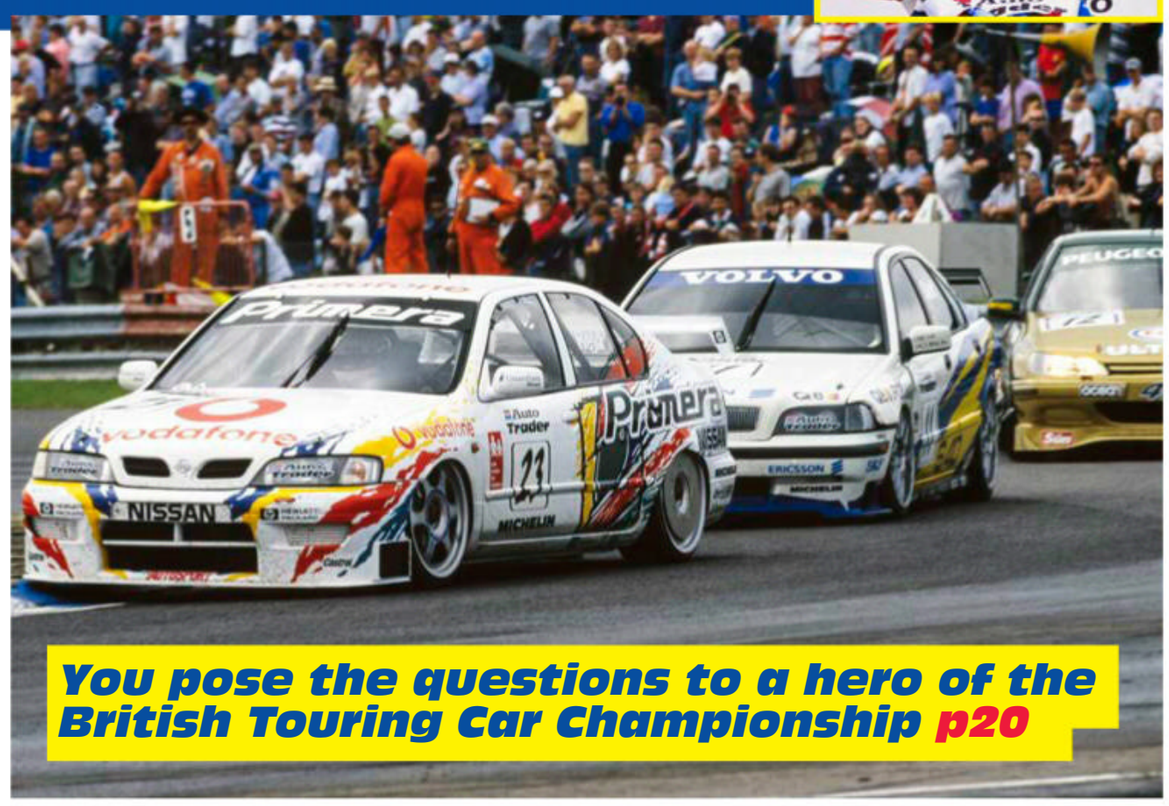
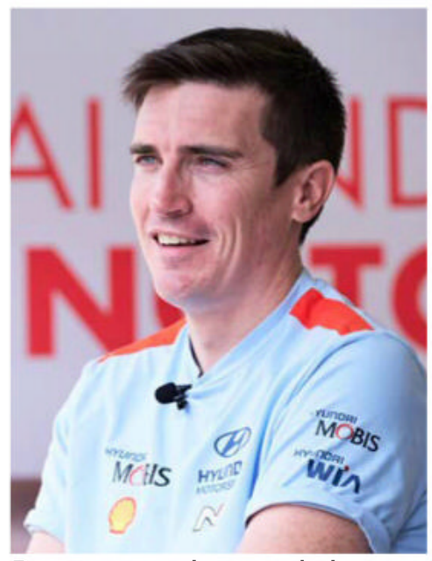


You pose the questions to a hero of the British Touring Car Championship p20

Irish Hyundai man backs up recent form with battling second place

PODIUM BOOST FOR BREEN IN BELGIUM

The Hyundai man was in the thick of the battle



Breen scored second place

By Nick Garton

Craig Breen scored back-to-back podiums in the World Rally Championship for the first time by pushing home hero Thierry Neuville for Ypres Rally glory.

The Irishman, 31, was one of the favourites to run at the front in Belgium and didn't disappoint alongside co-driver Paul Nagle.

But second could so easily have been first had it not been for a moment of Hyundai team controversy when Breen was inadvertently baulked by Ott Tanak, who is also part of the South Korean make's WRC effort and was recovering after stopping to change a punctured tyre.

"He wasn't in front of me for a long time, but he was kicking up all the dust on the road," said Breen, who was just seconds behind Neuville at the time of the incident.

Neuville's victory puts him level on points with second-placed Welshman Elfyn Evans, who finished fourth in Ypres behind Toyota team-mate Kalle Rovanpera.

Full story, P7.

THE VOICE OF BRITISH MOTORSPORT MOTORSPORT NEWS

REPORT

NORMAL SERVICE RESUMED FOR WILSON

M-Sport man tops the BRC on Grampian Rally p28

INSIGHT

TURKINGTON REIGNITES HIS TOURING CAR TITLE CHANCES

BMW man scores big points at Knockhill p18

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PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT

COMMENT

Photos: Hyundai Motorsport, Motorsport Images, Jakob Ebrey

The WRC field got the chance to attack one of the most famous hills in motor racing

BREEN SHOWS HIS WORTH

Craig Breen is a man without a ride for 2022 – well officially at least – but his performance on the Ypres Rally last weekend added further weight to the argument that Ireland's finest is more than worthy of driving in the WRC full time.

By finishing second to Thierry Neuville, his Hyundai colleague and Belgium's best, Breen proved he's a force on Tarmac as well as on gravel, the surface on which he secured the runner-up spot in Estonia last month.

Although several Ypres rookies excelled last weekend, Breen and Neuville were the masters of this specialised event, which was making its first WRC appearance after Covid put paid to its planned debut last November.

The event was well received by the competitors and the fans alike. Of course, there was the delight at the home win for Neuville and the photos of pukka WRC cars rounding the iconic Eau Rouge sweeper certainly made us all do a double take.

Elsewhere in this issue, we report on the latest rounds of the British Rally Championship and the British Touring Car Championship, where some of the benchmarks got back to the top. Matthew Wilson claimed victory on the Grampian event to put himself back on the top step of the BRC rostrum for the first time in over a decade. His presence in the championship is welcome as he is a top-line driver with World Rally Car experience and he also provides a serious benchmark for the rest of the competition.

At Knockhill, Colin Turkington got his championship bandwagon rolling again with a win and a second-placed finish (which came after one of those rarest of things, a Turkington slip-up). He had a desperate time at the two meetings preceding the Scottish encounters, but his resilience has paid off and he is back in the hunt. He is 34 points way from table-topper Ash Sutton and behind Tom Ingram too. These three will provide a thrilling 15-race run in to the competition and, as ever, the BTCC battle seems destined to go down to the final races of the campaign at Brands Hatch on October 23-24.

The subject of our readers' Q&A this week is the ever-ebullient Anthony Reid, who has had a varied and interesting career. From tackling races in the Far East to taming an MG at Le Mans, the Scotsman has an interesting tale to tell reflecting on his entire career. He speaks to Nick Garton, and the article starts on page 20.

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MOTORSPORT NEWS

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Turkington is king of the hill

BMW back in the hunt after BTCC's trip to Scotland

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Matt Wilson back to winning ways in Scotland

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RACING NEWS

Photos: Motorsport Images

De Vries was lost for words after win

Mortara was injured in a startline crash in the final

DE VRIES SECURES A REMARKABLE TITLE TRIUMPH IN FORMULA E

Mercedes man swoops in at the last moment to claim the electric world championship

By Matt James

Mercedes driver Nyck de Vries won the Formula E title in Berlin on Sunday in dramatic fashion after all three of his championship rivals crashed out of the finale.

The Dutchman finished eighth in the race which was enough for him to win the title by seven points. He had dropped down to 12th place at the green lights as championship hopefuls Mitch Evans (Jaguar) and Eduardo Mortara (Venturi) collided. From third spot, Evans had failed to get away and Mortara, who had lined up in 11th spot, hit the almost-stationary car. Mortara broke a vertebra in the accident.

Briton Jake Dennis was also in the title picture but he crashed his Andretti BMW on the Tempelhof track, which handed de Vries a clear run to the crown. The event was won by Norman Nato, with Oliver Rowland and Stoffel Vandoorne completing the podium.

The opening race in Germany had been won by Lucus di Grassi for Audi, ahead of Alex Lynn's Mahindra and Evans.

"I'm lost for words," said de Vries after winning. "I'm starting to get a little bit emotional. Of course I feel sorry for what happened to Mitch and Edo because they deserved to fight until the end, it was an extremely tight championship all the way through.

"Everyone had a lot of ups and downs, and everyone was really in the same boat and that's why we came to the point of today, everyone basically being in contention and having a shot at this championship.

"And I just feel very very grateful that the fortune has chosen us. [But] I think we drove an incredibly strong race, I'm proud of that."

De Vries has been tipped to join the Williams F1 team for the 2022 season, a rumour that will be heightened by the possible withdrawal of Mercedes from Formula E (*see story, below*).

Mercedes won the Formula E title but is now facing uncertain future

MERCEDES TIPPED TO QUIT FORMULA E CAMPAIGN

Sources are suggesting that Mercedes will pull out of Formula E for the 2022-2023 season.

The German firm entered the all-electric single-seater series in 2019-2020, but will ditch its programme as the field is due to switch to the Generation 3 machines for the season after next.

Both Mercedes drivers Stoffel Vandoorne and Nyck de Vries have been race winners this season and Mercedes won the teams's title in the final rounds of the championship in Germany last weekend.

Mercedes' motorsport boss Toto Wolff said: "We are in the sport not only because we guys like to compete and drive around in circles. But it is mainly a marketing and communications platform.

"And therefore, like everything we do, is under constant evaluation in terms of the benefits that any platform is able to generate for Mercedes-Benz."

NEAL CONSIDERS HIS FUTURE FOR 2022 BTCC RACE DEAL

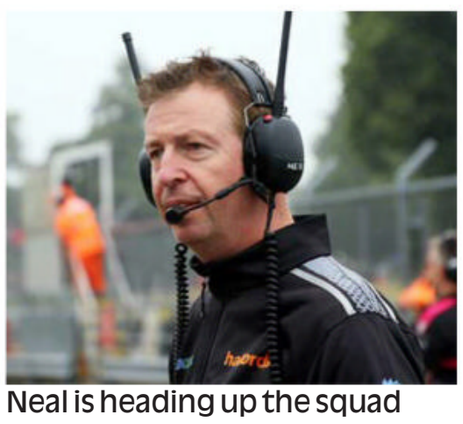
Three-time British Touring Car Championship title winner Matt Neal has not ruled out a comeback to the series in the future though says he is looking to consolidate the future of his squad, Team Dynamics, first.

Neal began his BTCC career in 1991 but has taken a sabbatical this season to oversee the team he co-owns with technical director Barry Plowman.

He said: "On one side of it I have had a really good run in the BTCC and enjoyed a great career, but on the flip side of it, I would love to get my son Henry in the car in the future. He has been quick every time he has driven the car."

Henry Neal has had a successful race-winning career in the TCR UK category after progressing through Legends racing and the Mini Challenge.

"Doing the BTCC is very expensive, and I am just dedicated to securing the long-term stability of the team," added Matt Neal. "There are only so many [TOCA BTCC] licences to compete and we have to make sure the team is first and foremost in what we do. But never say never in terms of me driving."



Neal is heading up the squad

MINI CHALLENGE TO REMAIN ON THE BTCC SUPPORT BILL TO 2026

Williams (l) and Gow: new deal

The Mini Challenge will continue to be part of the biggest race weekends in British motorsport for the next five years after agreeing an extended deal to remain on the support package for the British Touring Car Championship.

The new deal, which comes into effect from the end of the current agreement, will mean the one-make series takes up one of the TOCA support slots until the end of 2026. The series joined the BTCC support bill in 2020.

Mini Challenge promoter Antony Williams said: "When we announced that we had secured a slot on the prestigious and high profile TOCA package back in 2019 I was incredibly proud of how the Mini Challenge had come of age, and was just as proud of my team, our partners and our drivers for helping us to achieve our aim.

"To have been able to sufficiently impress the TOCA team despite the difficult times we have all faced, and now be in a position where we can announce that we will be supporting the BTCC – with its incredible ITV coverage – for another full five years, is even more satisfying."

BRITISH F4 SWITCHES TO TATUUS AND ABARTH FROM 2022

The British Formula 4 championship will get new chassis and engine suppliers from next year for the first time since its inception with Tatuus and Abarth respectively.

The championship's new organiser Motorsport UK confirmed the deals run from 2022 to '24. The contest has run Mygale chassis and Ford engines throughout its seven-season existence.

British F4 chassis and engine supply tenders were launched by the governing body in May, amid its more general review of the championship. And Motorsport UK after a "detailed evaluation" concluded Tatuus and Abarth "represented the best package to support the introduction of the FIA's second-generation F4 car from 2022".

Motorsport UK CEO Hugh Chambers said: "The package is the most commonly used chassis-engine combination in the 10 other F4 championships offering a greater pool of drivers the chance to test themselves. We look forward to the support they will provide to Motorsport UK's ambitions for the series. Tatuus has grown into a world leader in the design and production of racing cars."

Tatuus Abarth will come to the UK

TEAM BOSSES SUPPORT GB3 REBRANDING

Bosses remain optimistic about the junior category after its sudden mid-season name switch from BRDC British Formula 3 and insist it will retain its appeal to young drivers

Bosses insist GB3 won't lose lustre

By Graham Keilloh

Team bosses spoken to by Motorsport News have expressed support for BRDC British Formula 3's recent mid-season rebrand as the GB3 championship.

The name was changed with immediate effect earlier this month as the FIA took exclusive use of the F3 title for the FIA F3 championship.

Fortec manager Ollie Dutton said: "We knew it was going to potentially happen. It [GB3's branding] looks good, and it's still a fantastic car and a strong grid. For us it's just a name. We're still excited about its future."

Douglas Motorsport boss Wayne Douglas said: "It's not ideal but everyone's [all categories are] in the same boat."

Hitech GP's Oliver Oakes added: "It does make sense to be a little bit outside of that FIA pyramid where Giles [Butterfield] and Jonathan [Palmer] can keep making the right decisions."

On whether losing the British F3 name could make it less appealing to drivers, Dutton said: "If the package is strong enough, which it is, it doesn't really matter."

Oakes added: "Drivers like this series because they love the car [and] the format. If anything, it's been announced and the last two days we've had lots of enquiries."

Douglas said: "It's no doubt that [the name] was a selling point, but if we can't have it, we can't have it."

Bosses also didn't think the mid-season timing of the change would be damaging. Douglas said: "It was better to happen now than over the winter. People are going to get used to the idea and also know what's happening moving forward."

GB3 branding now in use

Photos: Jakob Ebrey

Bearman: bagging wins

BEARMAN BARELY BOTHERED BY BACK AND FORTH

Rising star Ollie Bearman has said switching between Formula 3 and Formula 4 cars has not been a problem after piling up success this year across both types of junior racing.

The 16-year-old Briton is dominating 2021's ADAC and Italian F4 championships and also this year has been making successful one-off GB3 appearances, taking two second places in Brands Hatch's season opener and a win from pole at Snetterton earlier this month, and he was unlucky to miss out on other results in Norfolk.

Bearman told Motorsport News: "It's the same chassis and a lot of the parts are the same, same tyres, so it's not really that much different to learn. In the high speed the balance is a bit different because this [GB3] car's got more aero, but with aero comes drag and we don't really see a lot more top speed in this car than we do in the F4 car.

"It's a learning curve but I've driven now at Brands and I've done enough testing to be able to hop back and forth quite easily. We've had a really good season so far and we're just looking to carry that momentum on."

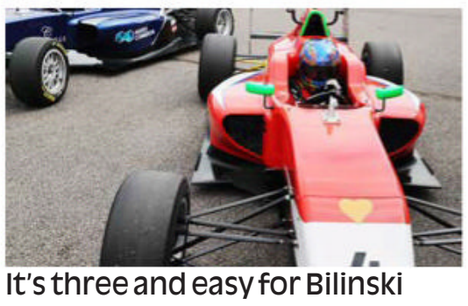
BILINSKI SAYS GB3 CAR SUITS HIM MORE THAN F4

GB3 championship race-winner Roman Bilinski after his impressive step-up to the category has said its car suits him better than that in British Formula 4.

The 17-year-old was completing a full British F4 season this year with Carlin, but has recently made a splash from stepping up to also race with Arden in the newly rebranded BRDC British Formula 3 championship. In his first three meetings at the higher level Bilisnki won twice and finished every race no lower than fifth, while in 18 months of F4 Bilinski's best results are four third places.

Bilinski told Motorsport News of the GB3 car: "It's a lot more direct, so it does everything you want it to do and you tell it to do, so I think that just suits me a lot more [than the F4 car]."

Arden boss Gary Ward, who Bilinski also raced with in F4 last year, agreed the F3 car suits Bilinski better. "Oh yeah it definitely does," Ward told MN. "I've driven this F3 car and I love it. And I've driven F4, not slagging F4 off, it's a great starting formula, but this [GB3] is a really nice car to drive: the package, the downforce, the engine, the response from the engine, the response from the car."



It's three and easy for Bilinski

De Haan (l) and Henry shared 2021's win

ENTRIES OPEN FOR LATEST GINETTA JUNIOR SCHOLARSHIP

Entries are open now for the latest Ginetta Junior Scholarship contest, taking place on November 5-7 at its Blyton Park circuit.

A teenage novice can win a place on 2022's Ginetta Junior grid, on the BTCC support package, with a G40 Junior race car, including consumables, an experienced team, insurance, a season's supply of race tyres and fuel and a Ginetta race suit all provided.

In the assessment up to 30 drivers take part in driving, fitness and media tests over the first two days. Then the 20 most promising are invited back for a final day of assessments.

Eligible competitors are those born between January 1, 2006 and April 20, 2008 and have not previously competed in a Motorsport UK circuit car race.

GINETTA JUNIOR WINTER SERIES SET FOR RETURN

The Ginetta Junior winter series will return later this season, taking place at Brands Hatch on November 13-14, having not run last year as Covid disruption pushed back the main calendar.

The annual end-of-season event is a renowned as a proving ground for Ginetta frontrunners, with each winter series champion between 2012 and '18 going on to finish in the overall championship top two the following year. Five emerged as overall champion: Seb Morris, Harry Woodhead, Jamie Caroline, Adam Smalley and James Hedley.

Brands Hatch will host the winter series for the fifth consecutive time, with the two-day event following its familiar format of a qualifying session and two races taking place each day. The overall champion will get 50% off their entry fee into either 2022's Ginetta Junior championship or Ginetta GT5 Challenge.

There are also prizes awarded for second, third, top rookie and the 'hard charger'.

Ginetta motorsport manager Ash Gallagher said: "We anticipate a strong entry this year, with a combination of existing Junior drivers getting some more racing experience under their belt, and rookie drivers enjoying their first taste of Ginetta racing. It will be a great way to end the year, with competitive racing on a top circuit."

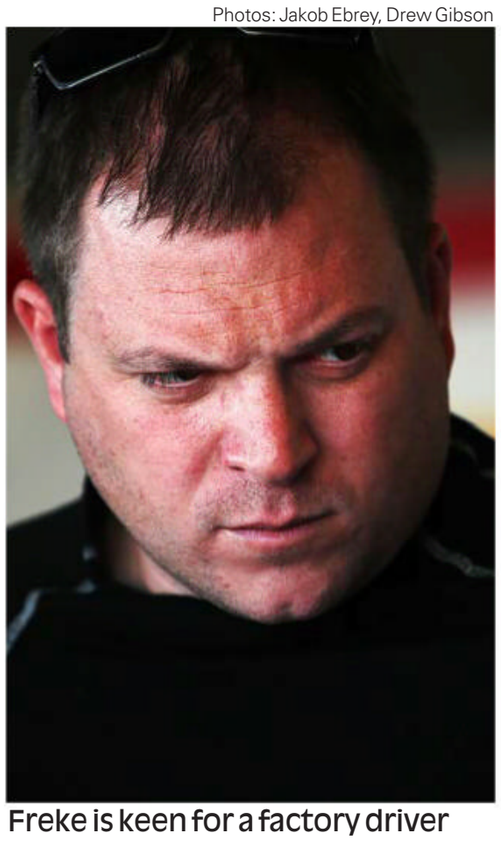
'Proving ground' contest back after Covid-related year away

Advertising enquiries: 01732 446757

RACING NEWS

Century raced GT3 M6 in 2019

Photos: Jakob Ebrey, Drew Gibson



Freke is keen for a factory driver

CENTURY SET FOR 2022 BRITISH GT3 RETURN WITH NEW BMW M4

GT4 champion squad has title ambitions in British GT's frontrunning GT3 contest

By Graham Keilloh

British GT GT4 champion Century Motorsport intends to return to the championship's frontrunning GT3 competition next season with the new BMW M4.

Century took British GT4's drivers' and teams' title double in 2018 and in 2019 also raced in British GT3 with the BMW M6. The team's two M4 pairings currently hold the top two slots in GT4's drivers' standings.

Century team principal Nathan Freke told Motorsport News: "We couldn't continue [GT3] last year for various reasons, so we're keen to step back up into GT3 for 2022. I believe we'll be the only team to have a BMW GT3 on the grid next year.

"It's a new-era car, it's got a lot of hype around it and we are looking forward to being part of it. This new M4 has lit the fire in the bellies; straight away the [driver] interest is very big for us. It's the latest-built car; everything's right. We have to [fight for the title].

"A factory driver and a bronze, Pro-Am [pairing], would be absolutely perfect because at that point we know we're fighting for a championship outright. But if it's Silver-Am then it's Silver-Am. Our objective is to get onto the grid."

One possible driver is Caterham champion and Ginetta racer Jamie Falvey. "Nothing's confirmed [with drivers]; we're open for business," Freke added.

"If it comes off with Jamie then that's fantastic. I know he's putting everything into it to make it happen but budgets are big and there's a lot of deals to get over the line."

Enduro spent a second too long in the fast lane at Snetterton

INEXPERIENCE COSTS ENDURO FIRST BRITISH GT PODIUM

Enduro Motorsport's Marcus Clutton has said the penalty costing him and Morgan Tillbrook a possible maiden British GT podium at Snetterton reflected the rookie team's inexperience.

Enduro, in its first British GT campaign, 10 days ago ran in third place in Norfolk's race one. But it broke a rule allowing only four seconds to pull away after being pushed back into the pitlane following a stop. The McLaren 720S GT3 got a drivethrough penalty, then was black flagged when the penalty wasn't served.

Clutton told Motorsport News: "It's frustrating for us as a new team to take it onboard, but rules are rules. The frustrating thing is what we did didn't hold anybody up, nobody was affected by what we did. We broke [the rule] by a second. There was no [car] issue whatsoever, we just pushed back too early and were ahead of our time.

"Lesson learnt as a new team, these are the mistakes we're going to make this year. It's just a shame we didn't get our first podium, in a race where nobody crashed out. We were challenging the decision which is why we chose to ignore the on-track decision. We paid a hefty price but we'll keep our heads held high."

ONSLOW-COLE TO RETURN TO BRITISH GT IN RAM EXPANSION

RAM Racing is entering an additional Mercedes-AMG GT3 in both GT World Challenge Europe's and British GT's forthcoming rounds with Tom Onslow-Cole joining its line-up for the latter contest.

RAM fields the new entry for Macanese Am driver Kevin Tse in GT World Challenge Europe's Sprint Cup event at Brands Hatch on August 28-29 then the forthcoming British GT championship round at Oulton Park on September 11-12.

AMG factory driver Adam Christodoulou will partner Tse at Brands, before seven-time British Touring Car Championship race winner and International GT Open champion Onslow-Cole returns to RAM and British GT for Oulton.

Onslow-Cole last competed in British GT in 2019 at Brands in a Team ABBA Mercedes, and is a familiar to RAM having competed regularly with the team since 2015 including a British GT outing in 2018.

Onslow-Cole said: "It feels like a long time since my last outing with the team in 2020. I've been talking with Kevin quite a bit since we put this deal together and I'm really looking forward to working with him. It'll be quite an adventure for Kevin as both Brands Hatch and Oulton Park are very particular, traditional English circuits – they're both very fast, flowing and exciting."

Onslow-Cole: returning

OULTON PARK: BRSCC BY PETER SCHERER — **AUGUST 14**

DEOTT AND RANDACCIO MAKE IT FOUR IN FUN CUP

Farquini Deott and Fabio Randaccio at Oulton Park made it four wins out of five for UVio Hofmans Lotus in 2021's Fun Cup Endurance Championship.

Teddy Wilson set the early pace for Track Focused, before Deott came from the back of the grid to duel at the front until the first stops.

With Randaccio then taking charge, UVio and PLR's Ben Pitch/Neil Plimmer were never out of the top three for the remainder, vying for the lead into the final hour.

As drivers took over for the final stints, Riley Phillips then charged into contention for defending Fun Cup champion Team Olympian. Pitch had stayed out when Kristian Rose handed to Philips and Deott to Randaccio, which left Plimmer in an isolated third when he took over.

But it was wheel to wheel at the front with Randaccio and Phillips swapping places. But, after losing out at Island two laps from home, Phillips was left on the grass after rechallenging at Shell, allowing Randaccio to go clear and win.

Wilson secured fourth place for Track Focused after demoting MJ Tec GITI's Martin Gibson late on.

Dave Cockell's Escort Cosworth took lights-to-flag wins in both Modified Saloons races. Piers Grange had been second in race one, until Malcolm Harding's similar car pipped him on the last lap, while Ashley Shelswell's XR4i was fourth.

With Harding a first-lap casualty in race two, Shelswell fought off Dave Matthias's Sapphire Cosworth for second, until Matthias pitted to retire. Grange plus Paul Nevill's Escort moved up to complete the top four.

It was all a bit of a non event in the CityCar Cup. The first race was red flagged on the opening lap, and the restarted race lasted one lap before more incidents brought out the safety car. It then became a three-lap sprint to the end, only for the first two home, Nic Grindrod and Ross Makar, to be excluded on a technicality, handing victory for Duncan Stone's C1.

Stone was leading race two again when that was red flagged as well, and he retained the advantage over Richard and Stuart Bliss's Toyota Aygos in the one-lap restart.

RACE WINNERS

Fun Cup Endurance
UVio Hofmans Lotus (Farquini Deott/Fabio Randaccio)

Modified Fords
Races 1&2: Dave Cockell (Ford Escort Cosworth)

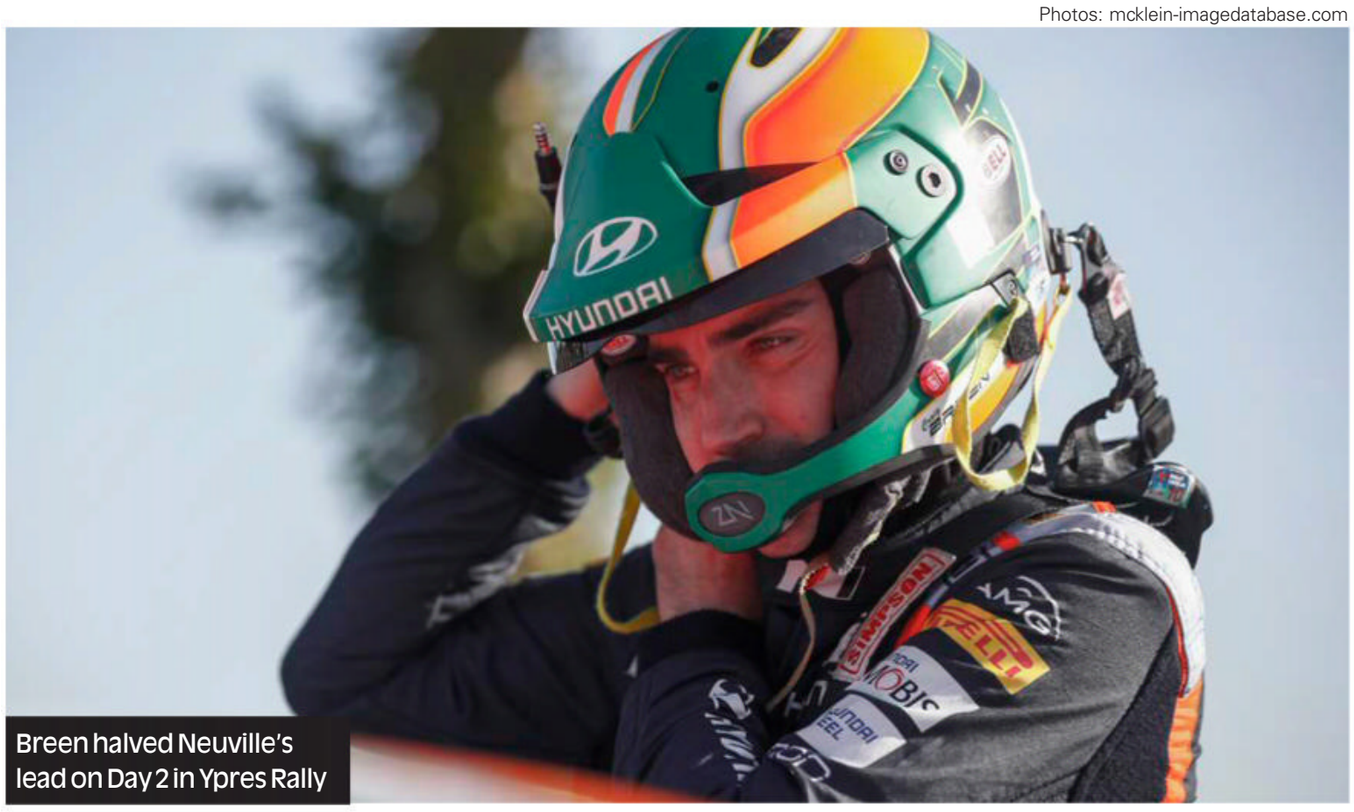
CityCar Cup
Races 1&2: Duncan Stone (Citroen C1)

RALLY NEWS

BREEN LEFT FRUSTRATED AS HE MISSES OUT ON YPRES GLORY

No team orders but "warm recommendations" from Hyundai boss Adamo

Photos: mcklein-imagedatabase.com



Breen halved Neuville's lead on Day 2 in Ypres Rally

By Nick Garton

Craig Breen has hinted that Hyundai Motorsport politics prevented him from engaging in a fair fight for Ypres Rally victory with home hero and team-mate Thierry Neuville.

The Alzenau squad was rampant in Belgium, with both Breen and Ott Tanak leading the event overall before Neuville, the team's last remaining drivers' title contender, assumed command on his home country's first World Rally Championship counter.

Breen, the winner in Ypres in 2019, kept pace with Neuville and ended leg one with a 7.6-second deficit. He then won the opening two stages on Saturday morning to close the gap to 3.5s despite finding Tanak's sister car blocking his way.

Tanak was delayed by a puncture and faulty wheel brace, forcing Breen to slow and follow him after he got going. The two Hyundais switched back soon after the team ordered the Estonian to pull over.

"I'd be interested to see what he'd say if I held him up for that long," said a fired-up Breen. "He physically wasn't in front of me for a long time, but he was kicking up all the dust and all the shit on the road. He did what he had to do but I'd like to see him in that position."

Conversations between the crews and their management continued throughout the morning as Breen closed to within touching distance of Neuville before dropping back to a less threatening position, with the Irishman – who is looking to secure a full-time WRC drive for 2022 – commenting that he was "just towing the party line now".

Team principal Andrea Adamo refused to be drawn on the nature of the conversations, although he admitted that they were "hot". When asked whether he had ordered Breen to back off, Adamo said: "Let me say they have been accordingly briefed this morning. I would not call them team orders – I would call them warm recommendations."

Neuville eventually took victory over Breen by 30.7s for his second Ypres triumph. He's now equal on points with second-placed Elfyn Evans in the championship standings, 38 behind leader and defending world champion Sebastien Ogier, who finished fifth in Belgium.

M-SPORT BUOYED BY EARLY TEST PACE OF NEW PUMA

M-Sport team principal Richard Millener has told Motorsport News that things "looked good" following the first test of the Ford Puma Rally1 in Finland recently.

The British squad is putting its hybrid-era challenger through its paces at various venues around Europe as it is honed for action.

Following the run in Finland, Millener said: "It was very positive. It was a revised car from what we had at Goodwood, which is closer to what we are working on for next year, but the feedback from both Matthew (Wilson) and Adrien (Fourmaux) was very positive. There's still a long way to go, we're only halfway through the development plan but we're learning a lot. It looked good."

Millener: drivers positive on Puma

Armstrong has set himself up for title bid on Spanish finale

ARMSTRONG'S DELIGHT WITH JUNIOR WORLD RALLY VICTORY

Jon Armstrong fought back into Junior WRC title contention with his second victory of the season, which was claimed in Ypres.

The result means that the Northern Irishman is now just three points behind Sami Pajari with the Rally Spain season closer remaining following a dominant performance.

"We didn't know what it was going to be like because the rally is new for the majority of drivers in Junior WRC," said Armstrong, who was co-driven by Englishman Phil Hall.

"Thankfully we pulled a big lead on day one, the rest of the rally we have been trying to manage that. But when you start to try and go slow it's hard to keep a rhythm and concentrate but it's fantastic to win and good for the championship."

RALLY MEN ASK FOR A RETHINK ON YPRES FORMAT FOR THE FUTURE

The Ypres Rally should finish in the host town rather than in Spa 186 miles to the north east.

That's the view of runner-up Craig Breen, who was critical of the decision to base the closing leg around in and around the Belgian Grand Prix venue.

"I can completely understand the reason that we go to Spa and it absolutely deserves a place in the rally," said the Hyundai-driving Irishman. "The stages that they've got there, including the track and the roads are all actually really nice. But it would be so much better if we start the rally there and rally back up [to Ypres] in the dark because I don't know how many times this rally is going to be in the world championship. I couldn't imagine, COVID aside, how amazing it would be to have the finish ramp of the rally in the square [in Ypres] on Sunday night. It would be the most electric atmosphere that they could ever get.

"You could finish the [last] stage and lead straight into the podium here, it seems a no-brainer.

"Those that have done the rally are used to driving over the podium, not even parking the car up, just pulling your overalls down and going straight to the first pub and it's just an amazing part of the atmosphere that way. We've often said you could imagine a WRC podium out of the square. But yeah, it's how it is."

A comment from the event organiser was not forthcoming.

Spa ambience was quieter than traditionally boisterous Ypres

CO-DRIVER KEATON WILLIAMS TAKES ANOTHER BIG HIT

Northern Irish co-driver Keaton Williams was involved in his second big accident in as many events when he and Japanese charger Takamoto Katsuta crashed out of the Ypres Rally on Saturday morning.

Williams, whose Rally di Roma Capitale outing with Josh McErlean last month ended in a crash on leg two of the European championship qualifier, was deputising for the injured Daniel Barritt after the Lancastrian hurt his back on a heavy landing on Rally Estonia last month. However, Williams failed to go the distance on his first WRC start at World Rally Car level after he was called up to the factory Toyota fold at short notice.

Toyota team principal Jari-Matti Latvala explained what had gone wrong: "It was a long left-hand corner with a compression. He lost a little bit control of the car and as we knew before the rally I would explain that the difficulty here is that when you go off here the ditches are really sharp. He he hit the ditch and there was also the concrete pole so that concrete pole broke, luckily it broke because if it doesn't break, you know, it can do even more damage. Finally, it ended up on the field. Crew are fine, that's the most important thing."

Meanwhile, there were no reported injuries to any fans or officials despite Katsuta's Yaris WRC coming close to entering a spectator area.

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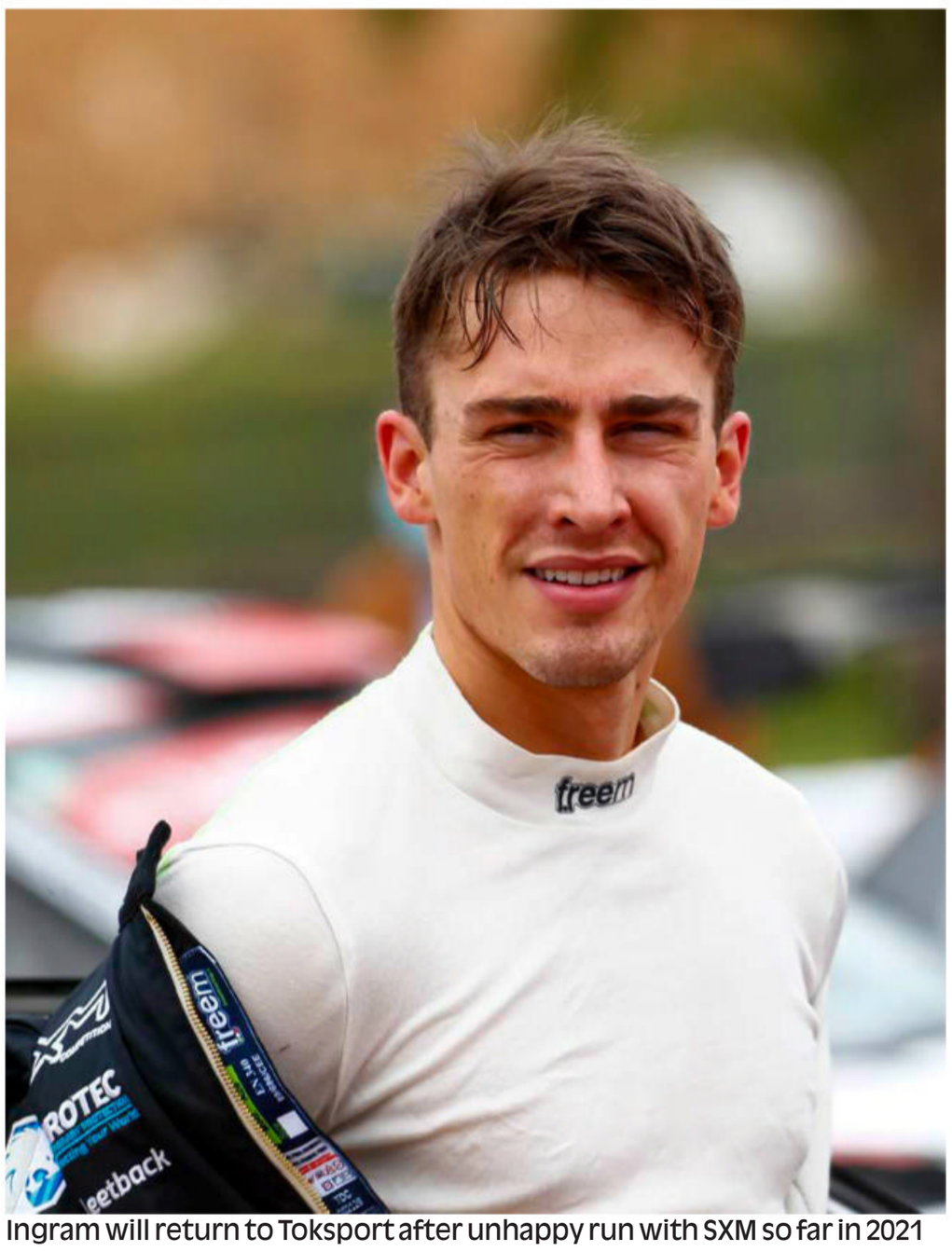
RALLY NEWS

INGRAM SETS HIS SIGHTS HIGH FOR ACROPOLIS TOP-FLIGHT RETURN

European title winner hits the reset button for new WRC charge



Ingram will return to Toksport after unhappy run with SXM so far in 2021

By Graham Keilloh

Chris Ingram says his World Rally Championship season "starts now" following his return to Toksport WRT from next month's Acropolis Rally.

The Briton claimed his 2019 European title with the Turkish-owned team and has agreed a two-event WRC3 deal this year ahead of a seven-round WRC2 programme in 2022.

Ingram's return to Toksport marks the end of a short-lived alliance with Belgian outfit SXM Competition, whom he joined for April's Croatia Rally.

Although Ingram took a podium in Portugal with SXM, he retired with a technical failure in Sardinia and was unable to strike up the kind of relationship he enjoyed with Germany-based Toksport, which began in 2018.

"As soon as we went to the other team, [Toksport] wanted us back," Ingram told Motorsport News. "Even though we've got experience from three rallies, I feel like the season starts from now. We're going to do Acropolis and Spain and prepare really well for next year when we'll do seven rounds starting with the Monte."

Toksport is running Skoda Fabia Rally2s for Emilio Fernandez from Chile and Norway's Andreas Mikkelsen in WRC2 this year and Ingram was keen on returning.

"I want to get everything back on track and get my confidence up and prepare the best we've ever prepared for every rally we do from now on to give ourselves a proper chance because Croatia and Sardinia was hard work.

"Toksport was like a dream team, we did so well together and maybe being apart had to happen to make us realise what we had been missing. Toksport is like a family and it was sad to ever have to leave. It should not have been the case because we belong together. They're a private team but they're really a factory team. As the first non-Turkish or non-Middle Eastern Toksport driver I've always had a great relationship with Serkan [Duru, Toksport owner] and the mechanics and that counts for a lot."

Of his departure from SXM, whom he joined on a cut-price deal, Ingram said: "An opportunity came up with Toksport until the end of next year, and it felt like the best thing for me. It was mutually agreed but I want to thank SXM for the rallies we did and getting on the podium in Portugal. I wish them all the best."

After contesting the WRC rounds in Greece and Spain this year, Ingram has a seven-event deal with Toksport for 2022, which will include the season-opening Monte Carlo Rally, which will be new for Ingram and co-driver Ross Whittock.

With Toksport skipping last week's Ypres Rally, Ingram was encouraged to join another team for the Belgian round on a one-off basis but told Motorsport News he dismissed the suggestion in line with his long-term World championship plan, moving from a WRC3 campaign this year towards a WRC2 attack in 2022..

"We decided we'd put more prep into next year, into the next couple of rallies to make sure we do everything proper from now on and give ourselves the best possible chance. It would have been really nice to do Ypres, but we don't even know if it's going to be in the championship next year, it was a better long-term plan to skip it."

Photos: mcklein-imagedatabase.com

Breen to be replaced

HYUNDAI CALLS TIME ON BREEN'S EUROPEAN RALLY PROGRAMME

Craig Breen is unlikely to contest further rounds of the European Rally Championship this year, Motorsport News understands.

Breen has been ever-present in the series since 2020 after being recruited to develop MRF Tyres.

He has been driving a Hyundai i20 R5 run by BRC Racing Team, the Italian outfit which also overseas one of the two Hyundai-backed squads in the World Touring Car Cup.

A five-time winner in the ERC prior to his step up to World Rally Car level from 2016, Breen took a podium on last month's Rally Liepaja but has always made tyre development his focus rather than outright results.

According to sources, Breen's place on next week's Barum Czech Rally Zlin will be taken by long-term Hyundai test driver Jari Huttunen, who won the WRC3 title in 2020 driving a Hyundai. However, it's likely the Finn will compete initially in the old i20 R5 model rather than the all-new i20 N Rally2.

Although Breen was always expected to miss October's Rally Serras de Fafe due to its clash with the WRC-counting Rally Finland, he and co-driver Paul Nagle were set to tackle the other four ERC events.

While Huttunen has significant experience as a test driver – and competed in Zlin in 2017 – his inclusion in the MRF attack is a surprise given the knowledge Breen had built up working with MRF and the progress that had been made so far.

However, if Breen's WRC future lies in a season-long seat with M-Sport rather than continuing as understudy at Hyundai, as MN reported on August 5, then the move is understandable. Dani Sordo, a long-term factory driver for the Korean make, is also being linked to the MRF seat for the gravel-based ERC rounds in Azores and Fafe, plus the season-closing Rally Islas Canarias. Huttunen would then compete on Rally Hungary, sources suggest.

HYUNDAI STUNS ON RALLY2 DEBUT ON BELGIAN STAGES

Hyundai's i20 N Rally2 took a debut class win on the Ypres Rally – although it was Jari Huttunen came out on top after long-term leader Oliver Solberg was prevented from leaving Saturday night parc ferme following a technical failure.

Swede Solberg and Irish co-driver Aaron Johnston had moved into the WRC2 lead during Friday afternoon's loop but were forced out by an electronic issue having been hampered by a powersteering glitch on Saturday's second leg.

"It is disappointing, especially after leading and battling so hard," said Solberg, whose late exit meant there were just two finishers in the WRC2 category.

Huttunen claimed WRC2 despite teething problems for both new cars

Acropolis will take place despite ongoing wildfires in Greece

FIRES WON'T HALT WRC'S PLANNED VISIT TO GREECE

The Acropolis Rally is set to go ahead as planned next month despite the wildfires that continue to rage in parts of Greece.

A launch event was expected to take place last Monday (August 16) when final details of the gravel event, which is due to run from September 9-12, were due to be released.

The Acropolis Rally is returning to the WRC for the first time since 2013 and will be based out of Lamia rather than Loutraki, its most recent home as a world championship event. However, the start ceremony is planned around the ancient Acropolis citadel in the Greek capital Athens on the evening of September 9.

Event organisers have secured a two-year deal with WRC Promoter.

RALLY NEWS

MILES ADDED TO CORK 20 TO HELP RUSTY COMPETITORS

A new shakedown stage is set to form part of next month's returning Cork '20' International Rally, the first event to be held since easing of strict Covid-19 restrictions began in the Republic of Ireland

Clerk of the Course, Kevin O'Riordan, said the decision was safety-led as many of the entrants will not have started a rally for the best part of 18 months. "We are running the stage due to the long lay-off due to Covid and to give competitors an opportunity to settle back in," he told MN.

The rally – which consists of three stages repeated three times totalling 73 miles – received the go-ahead from Motorsport Ireland bosses at a meeting with affiliated clubs at the start of the month. Entries will be on a first come, first served basis and competitors are being urged to get in early by organisers.

CAMBRIAN RALLY TO DEBUT TARMAC STAGE

Cambrian Rally organisers have revealed details of this year's route, including a new stage not used before in stage rallying.

The event, scheduled for October 30, will comprise seven special stages totalling 44 stage miles. Gwydir and Penmachno return and Alwen will be used for the first time since 2019. All three will be run twice before the final asphalt test which has only previously hosted road rallies.

The event is due to be based in Llandudno and will count for the British, Welsh and BTRDA championships.

WYEDEAN ORGANISERS FRUSTRATED BY LATE CALL TO CANCEL EVENT

Axe falls on rally as Forestry England will not allow competition on its land

Photos: Andrew Manston, Jakob Ebrey, Chicane Media

Forestry body declines rally

By Luke Barry

The Wyedean Stages organisers are frustrated to have had to cancel this year's rally last week, taking aim at what they feel was a lack of communication from Motorsport UK.

Rallying is currently not permitted on Forestry England until the end of September, despite approval for the use of forests for motorsport from Forestry England officials after a consultation survey.

The Wyedean was due to take place on October 16 this year, three weeks after the Trackrod Rally (September 24-25) which will act as a test event for Forestry England restarting larger-scale events.

In a statement issued last Monday by Forest of Dean Motor Club president Paul Loveridge said: "I am sorry to report that despite our best efforts the rug has been effectively pulled from under our feet by Forestry England and MSUK; the main reason being the two test events that MSUK had set up for Forestry England evaluation purposes.

"We were told by MSUK that the findings of these events should not greatly affect us given our close running date in October. We therefore carried on organising the event accordingly [but] we received an e-mail from Forestry England stating that permission would not be granted to run the event.

"There were three items mentioned, two of these could have been resolved. Item three made direct reference to the MSUK test events. We immediately contacted MSUK only to be told that there was no possibility of the Wyedean running in 2021.

"We are naturally very disappointed with this as we had never been given any indication by MSUK that our event may be in jeopardy following the running of the test events. We are now awaiting an indication of when we may be permitted to run in 2022. My thanks to all who have worked tirelessly for the event only for this to happen."

Motorsport News contacted Motorsport UK for comment, which said that the ultimate decision on the rally's fate had been regional. Its statement read: "Motorsport UK held successful negotiations with Forestry England which resulted in agreement to resume full use of forest land from October. It was also agreed that two test events would be permitted during September. We are working to understand the rationale for the local office cancelling the rally, due to take place in October, and liaising with Forestry England to try to reach an accommodation."

MULL ENTRY SYSTEM MODIFIED TO AVOID COMPETITOR RUSH

The entry system for this year's Mull Rally will be a ballot in which the majority of entries submitted from the August 16 opening date will be drawn at random within the first 48 hours.

The last time Mull ran in 2019, all 150 entries sold out in under an hour. To avoid the website breaking and to alleviate the need for competitors rushing to lodge their entry, event organisers have decided to try a different format.

Event entries have been selling out quickly on a lot of events post-lockdown, prompting other organisers to adopt a ballot as the most equitable solution.

Mull clerk of the course Andy Jardine said: "We've been really fortunate in the past to run with a full entry and a lot of support. Can we expect the same this year? Obviously we'd very much like to think so – the event remains very similar in format to previous years, not much has changed on that front – but these things are very hard to predict. The world is a slightly different place to what it was when we last ran the rally in 2019."

Mull will be a British Rally Championship round for the first time this year: "It's great to have the BRC runners with us this year," Jardine added. "For those who haven't been up here, we're hoping it'll be the first of many trips to the Inner Hebrides for what we still firmly believe to be the best rally in the world."

Mull organisers to hold a ballot of entries for 2021

PHIL COLLINGS MEMORIAL SOUTH DOWNS STAGES 2021: BY IAN HARDEN — AUGUST 14

Jeremy and Mark Straker headed a Darrian 1-2 on the stages at Goodwood

STRAKERS CHARGE THROUGH FIELD TO CLAIM VICTORY ON SOUTH DOWNS STAGES

Organisers: Southsea Motor Club/ Bognor Regis Motor Club. **When:** August 14. **Where:** Goodwood circuit, Sussex. **Championships:** ACSMC, ASEMC/AEMC. **Starters:** 55. **Stages:** nine.

Jeremy and Mark Straker took their Darrian T90 GTR to a two-second victory after an entertaining day-long battle around Goodwood.

The brothers overcame chronic co-driver sickness to beat Ian and Oliver Hucklebridge (Darrian T90 GTR), with Paul King/Andy Hollingham (Ford Escort Mk2) third. The Strakers held sixth early on but moved up as the early leaders hit trouble. Richard Weaver spun his Mitsubishi Lancer E11, Darrell Taylor hit a chicane in his Darrian and Steve Finch lost a turbo intercooler pipe on his Ford Fiesta Rally2. Having taken the lead on SS6, Straker fended off late-day challenges from Hucklebridge, King, Tony Robinson's Proton Satria and Andy Vey's Mitsubishi Lancer E9 to claim the spoils.

Results

1 Jeremy Straker/Mark Straker (Darrian T90 GTR) 35m 26s; 2 Ian Hucklebridge/Oliver Hucklebridge (T90 GTR+); 3 Paul King/Andy Hollingham (Ford Escort Mk2); 4 Andy Vey/ Paul Gates (Mitsubishi Lancer E4) 5 Steve Finch/Sam Fordham (Ford Fiesta R5); 6 Tony Robinson/Mark Witherspoon (Proton Satria Millington); 7 Richard Weaver/James Pink (Lancer E6); 8 Dan Gibson/Shaun Layland (T90); 9 Chris White/Jason Harris (Escort Mk2); 10 Rupert Flynn/Jamie Mactavish (Fiesta Rally4).

Class winners Alec Holding/Mark Holding (Austin Mini), Dominic Worsfold/Neil Worsfold (Fiesta Mk1), Flynn/Mactavish, Hucklebridge/Hucklebridge, Vey/Fletcher.

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MOTORSPORT NEWS

The sportscar maestro tackles the readers' questions P20

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Rising British star hails effort of team after another grand prix podium finish

NORRIS: HOMEWORK HAS PAID OFF FOR McLAREN

Norris was right in the mix with Merc in Austria

Briton has high hopes for Silverstone

By Matt James

Lando Norris has credited the work done by his McLaren team as the young Briton stunned with his pace at the Red Bull Ring last weekend with another podium finish.

He started on the front row in Austria and battled on genuine pace with the Mercedes duo of Valtteri Bottas and Lewis Hamilton. He eventually finished third, and that was despite a five-second penalty for early-race contact with Red Bull's Sergio Perez. The race was won by Max Verstappen's Red Bull.

Norris said: "We did make a step forward and I think the car was definitely better and nicer to drive, both in qualifying and the longevity of a race. I think just the conditions also helped and our approach to the strategy was a little bit different this weekend compared to the last one after doing our homework and learning from a few things to try to improve on."

Norris's next race will be in front of a packed house at Silverstone on July 18.

P1report, page four

REPORT

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Fiesta man wraps up Mk Circuit Rally title P28

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HISTORICS

DOWN THE WORKSHOP

1954 CONNAUGHT ALSR/11

Current owner: Paul Griffin

Griffin and 'Number 11'

He has owned it since 2014

"It was racing at Monaco with the guy who owned it and I'd agreed to buy it. But he wanted to do Monaco so then I took it after the Monaco 1950s sportscar race in 2014. It's a lovely piece of history. The first time out this year was at The Classic Silverstone. Last year it didn't race at all. It was entered for Monaco, but Monaco didn't run last year. And then it was entered for Monaco at the beginning of this year, but we couldn't get there as with almost all the Brits."

There were two originally

"The other one, number 12, had a crash at Dundrod and a young driver called Bill Smith unfortunately died there. The car was written off where it was. So this became the only one since period. It began as the A type grand prix car from the year before as the chassis were left over when Connaught moved to the B type grand prix car."

It started as a grand prix chassis

"As they did in the early 1950s, it was a grand prix car chassis converted to a sportscar by the factory. In some ways, the chassis could take a bigger engine, but it never did in period. It was a 1474cc Lea Francis engine, much worked on by Connaught. It's been used pretty much all the time. As with all old racing cars, there was a period when it wasn't very loved."

It had some famous drivers

"It was owned originally by John Coombs and then Peter Bell, and it was Peter Bell who had Stirling Moss, Archie Scott-Brown, Les Leston and then finally Tony Brooks in the driver's seat. So some lovely, special names. A friend of mine said we should put my name on it and I said: 'you must be joking alongside that lot!'"

It has an aluminium body

"In period it ran an aluminium body, then fibreglass and then back to aluminium. So the body is faithful, but it's not the first body from that era. It carries its chassis plates still and the De Dion rear end is one of one. So that's been repaired from time to time, and it has the lovely Connaught wheels, which are so distinctive."

Photos: Paul Lawrence

The Morgan has big plans for 2022 season

ORIGINAL LE MANS-STYLE MORGAN TO MAKE RETURN

Enthusiast Mark Shears will take ex-rally machine back to La Sarthe

By Paul Lawrence

A rare Morgan Plus 4, which competed on international rallies in the 1950s, will go to the Le Mans Classic in 2022, 70 years after a similar car competed in the main 24-hour race.

Morgan enthusiast Mark Shears has restored 'KUY 475' to exact period specification: it is the next chassis to the car that raced at Le Mans in 1952. Shears' car is the first of three cars originally supplied to privateer rally teams to complement the works cars.

Now, Shears and experienced Morgan racer Richard Plant will take the Plus 4 to France next July to celebrate Morgan's debut in the famous race. "My car was built in March 1952 and loaned to cousins Peter and Jack Reece, who had a Morgan dealership in Liverpool," said Shears. "Its first rally was the 1952 RAC Rally of Great Britain, which ran from Harrogate to Hastings in early April."

The car went on to compete in the Rally des Alpes in September with Peter Bolton but was one of many non-finishers. It even raced in the six-hour relay at Silverstone but was taken off the road in 1974. Shears spotted a Morgan advertised as 60% restored in 2013 and recognised its history. It had been in the same ownership since 1971.

"It is a Plus 4 with lightweight aluminium panels for competition," said Shears who has loved Morgans since he was a boy. The restoration was completed in 2018 and it has raced several times since and has also been taken to France for classic tours.

A record-breaking entry level buoyed Ecurie Classic runners

Ecurie Classic celebrates Silverstone success

A new record entry of 38 cars at Silverstone for the Bentley Drivers' Club race meeting was the high point of the first season for Ecurie Classic Racing.

The series, created by Triumph TR4 racer John Andon, started in April and has enjoyed increasing support over five races to date. The addition of cars from the Jaguar Enthusiasts Club has further bolstered the grid of mainly smaller-engined pre '66 production-based sportscars.

"It's a perfect fit," said Andon of the Jaguar link. "Having proved the idea this year, we're now working on the 2022 calendar and we want to have six races. I'm very pleased with the response we've had."

Paul Simms to be remembered at Oulton

Formula Ford racer and engineer Paul Simms will be remembered at the Oulton Park Gold Cup on August 28-30.

The Paul Simms Memorial Trophy will be presented to the aggregate winner from the two Historic Formula Ford 1600 Championship races on Sunday.

Paul, father of multiple champion Benn, died in April 2020 aged 74 after contracting Covid. Paul raced in Pre '74 Formula Ford in the 1990s and was soon followed into racing by his son.

Benn said: "Dad loved Historic FF1600 more than any other race category and Oulton Park was his favourite circuit, so this is a fitting tribute. He would have been very humbled by it."

Benn's dad Paul (r) is remembered

DICK JACOBS SPECIAL RETURNS TO THE TRACKS

The one-off Dick Jacobs Special is back on track this year after a lockdown rebuild. Built for the 1954 season by the former works MG racer, the GT car is based on an MG YB saloon chassis with the body supported by a tubular frame and is now back racing with long-time owner Stuart Dean after being damaged at Silverstone in 2018.

Prolific Ford author Graham Robson passes away

The recent death of Graham Robson aged 85 has taken one of the most prolific motorsport authors of a generation, with an impressive back catalogue of more than 160 books.

After being an apprentice at Jaguar, he moved up the ladder and headed the Standard Triumph motorsport department in the early 1960s.

He started co-driving in the 1950s and says that his passion for writing stemmed from compiling rally reports for Motoring News.

He competed at a high level with several works teams and partnered Roger Clark to victory on the 1965 Welsh Rally.

However, it is for his respected books on the sport, notably works Fords, that he will best remembered.

IN BRIEF

Hamilton's Jag sale

The famous ex-Malcolm Hamilton Jaguar E-type, said to be the fastest E-type in the world, will go up for auction during the Oulton Park Gold Cup. It has not been raced since an accident at the Cheshire track 20 years ago but has more recently been fully restored by current owner Peter Griffiths. It has an estimated price of £140,000 to £180,000.

R.A.C. is full up

The entry list for the Roger Albert Clark Rally (November 25-29) remains over-subscribed following the latest deadline for payment of another instalment of the entry fee at the end of July. The organisers now have a full entry list of 150 cars plus 33 reserves. The latest list is at racrmc.org

HSCC goes Belgian

Racers from seven Historic Sports Car Club categories will get the chance to race at Spa-Francorchamps during the Spa Six Hours race meeting (October 1-3). After missing the 2020 date due to Covid, the HSCC has confirmed two 30-minute races after a 30-minute qualifying session. The non-championship races are open to cars from the Guards Trophy, Thundersports, Dunlop Saloon Car Cup, 70s Road Sports, Historic Road Sports, Historic Touring Cars and 1980s Production Challenge.

Historic Mini battle

Two races for Pre '66 Minis have been added to this weekend's Mini Festival on the Indy circuit at Brands Hatch. The cars will have a 15-minute race on both Saturday and Sunday and race promoter Phil Thomas is hoping for as full an entry as possible as any proceeds will be donated to a marshals' fund.

Busy Combe

Entries have now opened for the GT and Sports Car Cup race at the Castle Combe Autumn Classic on Saturday October 2. The 90-minute pitstop race for Pre '66 GT and Pre '63 sportscars is a popular element of the annual race meeting and will be followed by the final date on the GT&SCC schedule, the Algarve Classic Festival in Portugal on October 29-31.

Classic on TV

The final screening of the ITV4 coverage of the Silverstone Classic will be on the evening of Sunday August 29 following the BTCC live coverage from Thruxton. The pair of hour-long programmes, hosted by Tiff Needell and Nicki Shields, will run back-to-back, covering the on-track and off-track highlights of the event.

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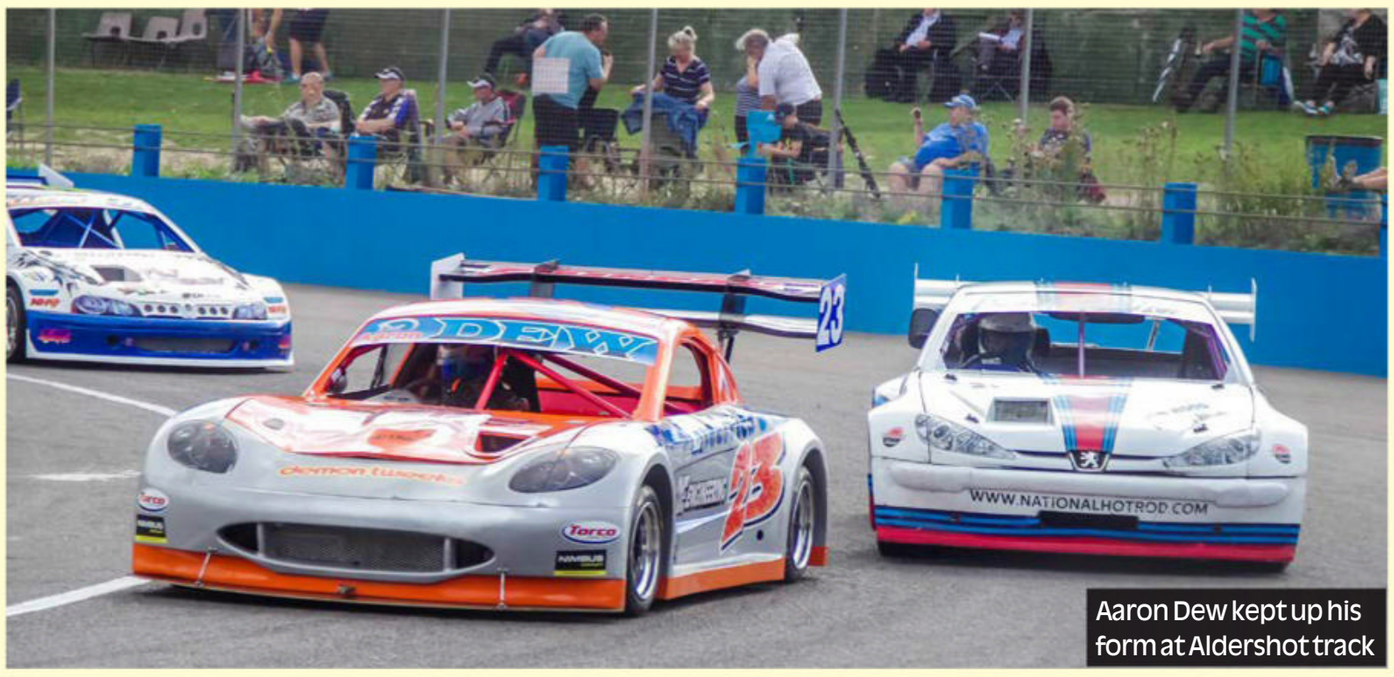
RACING REPORTS

Photos: mkpics.net

NATIONAL HOT RODS: ALDERSHOT BY GRAHAM BROWN — AUGUST 15



Aaron Dew kept up his form at Aldershot track

Winner was untroubled on his way to glory in the final shoot out

DEW DOUBLES UP AT ALDERSHOT – AGAIN

In almost a carbon copy of his performance at Aldershot last year, Aaron Dew furthered his growing reputation as the track specialist at the Rushmoor oval with another two wins and another final victory into the bargain.

The feature win was problematic only insofar as he had to keep fellow Ginetta racer Jason Kew at arm's length. The other two heats fell to Joey Palmer and well-travelled Scot Gordon Alexander.

Widely tipped for a win or two pre-meeting, Joey Palmer was fast away at the start of the opening race and working hard at building a decent cushion. That was going fine until Gordon Alexander outfumbled Mark Shelper around a backmarker to assume second. From that point on Alexander was always closing down the leader, finally going to the front when Palmer left a gaping hole up his inside rounding the pit bend. Dew took advantage of that same opportunity to dart into second and pressure the leader over the last couple of laps but, with more traffic looming ahead, Alexander shrewdly controlled the pace to stay ahead.

Heat two was certainly the most frantic of the day. Brett Collison led away and put lots of daylight between himself and the rest who were headed by Shaun Taylor. Taylor's place was just being threatened by Dew and Alexander when the yellows flew after Shelper, Billy Wood and John Sibbald tangled on the pit turn.

With the field now bunched up for the sprint to the finish, Taylor and co all got the jump on Collison at the green flag which just left Taylor to defend his newly won lead over the last five laps, but with Dew, Alexander and Ivan Grayson all snapping at his heels something had to give. The leader was forced wide and into a near spin coming off Turn 2, sparking off a whole series of collisions which saw Paul Wright spinning while airborne along the back straight as the rest of the pack ran into each other throughout most of the lap, one of the impacts deranging Wood's back axle and causing him to collide with Paul Gomm as they charged the start/finish. Both men were still placed despite being in mid-accident as they passed the chequers. Almost incidentally it was Dew, Alexander and Grayson who grabbed the big points places.

Following a false start to the third encounter, it was Palmer who got out front again, chased this time by Collison and Lance Bowen. Bowen went second exiting Turn 4 and settled on Palmer's back bumper at mid-distance, the pair being joined by Lee Carlin after he'd had a delayed start to his afternoon following a gearbox change.

Carlin was clearly the fastest of the trio and worked his way to the front two laps from home, only to fall foul of the steward and lose a couple of positions for contact handing the win to Palmer.

The final looked like it might be just a straight fight between front row qualifiers Dew and Alexander, but that went out the window when Alexander spun unaided at the first bend.

That left Dew out on his own, pursued by Kew once he'd passed Palmer and got away from Wood when he rotated at Turn 4.

The rest of the race was a cat and mouse game, with Dew working hard through the traffic to try and keep Kew from catching him, while Kew seemed to gain a few feet as they cleared each bunch of lapped cars. But just as Kewy got within striking distance, Dew managed to slip neatly away through another awkward gaggle of cars which was basically game over.

More than a quarter of lap adrift Perry Cooke claimed third from a long dice with Carl Waller-Barret and Grayson.

Results

Heat one: 1 Gordon Alexander (Vauxhall Tigra); 2 Aaron Dew (Ginetta G40R); 3 Jason Kew (Ginetta G40R); 4 Joey Palmer (Vauxhall Tigra); 5 Mark Shelper (Peugeot 206cc); 6 Carl Waller-Barrett (Vauxhall Tigra); 7 Perry Cooke (Vauxhall Tigra); 8 Chris Aldridge (Vauxhall Tigra). **Heat two:** 1 Dew; 2 Alexander; 3 Ivan Grayson (Vauxhall Tigra); 4 Shaun Taylor (Ford Fiesta); 5 Sam Gray (Peugeot 206cc); 6 Dick Hillard (Vauxhall Tigra); 7 Billy Wood (Vauxhall Tigra); 8 Paul Gomm (Vauxhall Tigra). **Heat three:** 1 Palmer; 2 Lance Bowen (Vauxhall Tigra); 3 Lee Carlin (Peugeot 205); 4 John Sibbald (Vauxhall Tigra); 5 Wood; 6 Grayson; 7 Kew; 8 Waller-Barrett. **Final:** 1 Dew; 2 Kew; 3 Cooke; 4 Waller-Barrett; 5 Grayson; 6 Carlin; 7 Chris Haird (Vauxhall Tigra); 8 Bowen; 9 Gray; 10 Wood.
Points: 1 Grayson 118; 2 Dew 103; 3 Wood 88; 4 Cooke 86; 5 Sam Gray 80; 6 Alexander.

BTRDA RALLYCROSS: PEMBREY BY HAL RIDGE — AUGUST 7-8

Photos: Hal Ridge

BLEASDALE AND WOOD HIT A DOUBLE TOP IN WALES

Vauxhall VX220 racer Jason Bleasdale and Ford Escort campaigner Lee Wood claimed a pair of victories apiece in the third and fourth rounds of the BTRDA Clubmans Rallycross Championship at Pembrey.

While Bleasdale dominated in the SuperModified category, rallycross newcomer Wood had to work hard for his brace of wins.

Only once did Bleasdale not win a session that mattered all weekend and that was when he sat out heat three on Sunday afternoon to save his car for the final, the stark rate of attrition throughout the classes meaning his competition progressively fell by the wayside.

Bleasdale headed Ford Fiesta driver Fred Ling to final victory in round three on Saturday by four seconds, but Ling was forced out with technical issues on Sunday. With the track now running in the opposite direction for Sunday's final, Bleasdale ran alone up front. Citroen C2 Super1600 driver Phil Chicken worked hard in an ultimately fruitless effort to find a way by Andrew Hawkes' BMW Mini for second. The pair had tussled on the opening day too, in which Chicken came out best to finish third behind Bleasdale and Ling.

Classic Hot Rod star Wood twice headed home Vince Bristow's BMW 318i in a pair of close-fought finals, with David Attiwell's Vauxhall Nova taking the fight to the rear-wheel-drive pair on Saturday.

Jack Thorne, making a rallycross return in a Ford Escort, made it a three-way scrap for victory on Sunday, the former British Championship podium-finisher passing Bristow for second on the final lap until he was slowed by a steering problem.

Dale Ford (Citroen Saxo) won the Production final on Saturday but contact between him and race leader Maciej Florczak (Peugeot 106) spun both out of contention in Sunday's final, handing victory to Saturday's runner-up Rory Denning (Peugeot 106).

Max Langmaid and Kacper Potyra (Citroen Saxo) took a win each in the Junior class, Dan Beattie (Subaru Impreza) won twice in Production 4x4, Derrick Jobb (Ford Escort) and Martin Hawkes (BMW Mini) won in Clubmans 4x4 (Supercar) and Max Weatherly (Suzuki Swift) took a pair of wins in the new Modified category.

Results

Round 3
Super Modified: 1 Jason Bleasdale (Vauxhall VX220) 4m50.895s; 2 Fred Ling (Ford Fiesta) +3.801s; 3 Phil Chicken (Citroen C2); 4 Andrew Hawkes (BMW Mini); 5 Darren Bleasdale (BMW Mini); 6 Tomasz Wielgosz (Citroen Saxo); **Production:** Dale Ford (Citroen Saxo); **Junior:** Max Langmaid (Suzuki Swift); **Production 4x4:** Dan Beattie (Subaru Impreza); **Clubmans 4x4:** Derrick Jobb (Ford Escort); **Modified:** Weatherly; **Classic:** Lee Wood (Ford Escort).
Round 4
Super Modified: 1 Bleasdale 5m32.284s; 2 Hawkes +20.165s; 3 Chicken; 4 Bradley Turner (BMW Mini); 5 Stephen Brown (BMW Mini); 6 Wielgosz; **Production:** Rory Denning (Peugeot 106); **Junior:** Kacper Potyra (Citroen Saxo); **Production 4x4:** Beattie; **Clubmans 4x4:** Martin Hawkes (BMW Mini); **Modified:** Max Weatherly (Suzuki Swift); **Classic:** Wood.

Jason Bleasedale was once again the form man in Super Modified

Lee Wood was unstoppable in the Classic division in his Escort

COLUMNIST

MATT JAMES

MN's editor explains why Le Mans is as special as ever, despite this year's thin field

Photos: Motorsport Images

Can Toyota be beaten this time?

Brits have one of their own to cheer in Conway

It seems very strange to be writing about Le Mans in August. But, in these modern times, things are still just a little bit skewwhiff in terms of calendars and entry lists. We will take what we are given and the fact there is a race at all is a bonus.

The classic 24-hour race managed to survive the health pandemic in 2020 when many other traditional races didn't. Indeed, the World War aside, it was only huge political upheaval in France and the resulting workers' strike which has ever derailed the race and that was back in 1936.

The sportscar scene is in something of a holding pattern right now. For the 89th running of the twice-around-the-clock race, the Hypercar generation is about to take hold. While that is welcome, for now, the landscape looks rather bare. The transition is happening but it is being blended in. That, as a result, means that this year's La Sarthe classic will be a mixed-up event.

There are, for example, only five entries in the top-flight: two Toyota Hypercars, two entries from Glickenhaus and one Alpine. That may seem very slim pickings but the old adage that it only takes two cars to make a race is never more true than the thrash around the public roads in the middle of France. When Audi dominated in the early part of the 2000s, at least it had the decency to put out some highly competitive line-ups that only effectively had each other to beat. Toyota has done the same.

The two Toyota GR010 Hybrids will start as favourites and there is one of our own, Mike Conway, who will be leading the line. The 2019-2020 World Endurance champion is sharing with Kamui Kobayashi and Jose Maria Lopez and he certainly carries the best wishes of Motorsport News with him all the way.

Le Mans is about so much more than the top-level cars. The limited opportunities in the premier class has meant that the LMP2 class has become a hotbed for intense racing and some real star names – including 10 drivers who have raced in Formula 1.

This is a division where tenths of a second can make all the difference. With the majority of the field in the same Oreca-designed-and-built chassis, the tiny advantages will add up to a lot. Given the handful of entries in the fastest class, there is no doubt that an LMP2 car could win overall this year with a bit of luck and prevailing wind. Throw in some mixed weather and the possibility of a shock is amplified.

Perhaps the battle I always look forward to most is that in the top level of the GT division, the LMGTE Pro class. I remember watching the start of the 2019 edition of the race on TV just before British Touring Car Championship qualifying at Croft and BTCC pilot (at the time) and 1992 Le Mans winner Mark Blundell was in the chair next to me. He couldn't resist. He was getting infuriated when the French TV director cut from the LMGTE Pro first-lap battle back to the LMP1-based leaders. He, like most people, knew where the real racing was. LMGTE Pro is outright warfare.

Even though that division is also looking slightly thinner that it should, the struggle for supremacy between Porsche, Corvette and Ferrari is one that stirs the soul. There is plenty of UK interest here too, with James Calado and Sam Bird pitching their Ferraris against the rumbling Corvette of Nick Tandy and Alexander Sims.

And then there are also the adventurers, those who enter the LMGTE Am division. It is perhaps the most romantic class of Le Mans and every team has a story to tell. It comprises some very capable drivers but those who are there mostly to enjoy their racing. Despite that, there is a sprinkling of highly regarded drivers – such as Callum Ilott and Giancarlo Fisichella – too. This is a Porsche, Ferrari and Aston Martin playground and will remain thrilling throughout.

That is Le Mans: it is always gripping from start to finish.

The television cameras follow the LMP1-based leaders, but it's the GT battle where the real action is

"The struggle for supremacy is one that stirs the soul"

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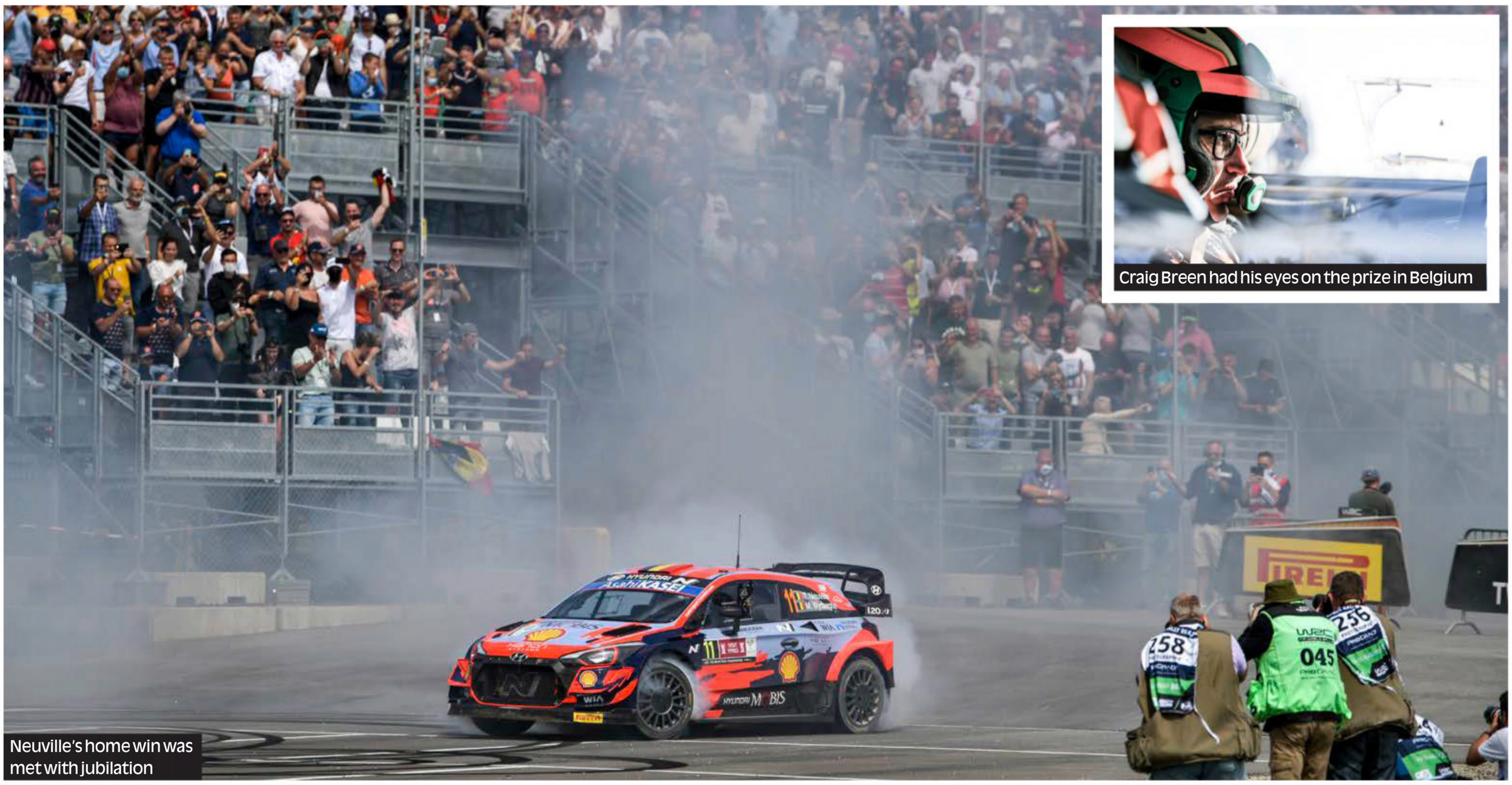
WRC REPORT: YPRES RALLY

NEUVILLE WALTZES TO GLORY ON HOME SOIL AS BELGIUM SAVOURS WRC ACTION IN YPRES

Hyundai claims maximum points to revitalise both of its 2021 title campaigns. By Nick Garton



Craig Breen had his eyes on the prize in Belgium

Neuville's home win was met with jubilation

Imagine, if you will, what the Euro 2020 final would have been like if England had beaten Italy at home and the subsequent ugliness had never taken place. What would such a celebration have given us?

After the World Rally Championship's Covid-delayed arrival in Ypres, Belgium can tell you.

The mercurial Thierry Neuville reignited his 2021 World Rally Championship challenge in front of a vast, adoring crowd by heading home a Hyundai 1-2 on Rally Ypres: a result that will be talked about in his homeland for decades to come.

The importance of hosting the world's elite among this most passionate of rally communities was summed up best when a camera was pointed on one of the local drivers competing in WRC3 and he almost burst into tears.

"I'm on World Rally TV," he grinned, taken aback by his own initial reaction. "Sorry, I can't believe this is happening."

Hyundai held all the cards on this event, not least as the last time that Rally Ypres was held, in the pre-Covid days of 2019, Craig Breen dominated. This time in 2021, after a surprise opening stage win from team-mate Ott Tanak, only Breen got remotely close to Neuville, himself an Ypres winner in 2018, all weekend.

The first day ended with the Irishman just 7.6 seconds in arrears of Neuville. On Saturday morning a puncture dropped Tanak into a battle with the chasing Toyotas while Breen won the opening two stages of the loop.

With this sort of pace, Breen closed the gap to Neuville down to 3.5s before allowing discretion to be the better part of valour, or 'towing the party line,' as he described it. His largesse followed a tense internal discussion, fuelled when Breen was stuck behind Tanak in the middle of SS9 after the Estonian pulled out in front having fixed his puncture.

Behind the Hyundais on pace, and lacking any prior Ypres experience, the three Toyotas were in pursuit mode and jostled for position with Evans in front for most of the weekend, showing a clean pair of heels to seven-time WRC champion Sebastien Ogier.

On his first visit to Flanders, the Frenchman didn't have to risk too much as he held virtually 1.5 maximum scores in hand over his nearest challenger, Evans. Even so on Saturday afternoon he began to close the gap to see if a podium position might be on the cards, like a great white shark idly wondering if a kayak might be edible.

On Sunday morning, any such notions were rendered moot by a puncture. While his tyre disintegrated beneath him, Ogier's attentions coolly switched to the Powerstage and trying to ensure that he could add extra bonus points to his total in case Neuville was distracted by the delirious reaction of adoring supporters.

Sunday's stages at Spa blended elements of the historic circuit, the surrounding roads and the new gravel section built for the World Rallycross Championship. Within the Toyota camp, this confection proved to be perfect for Kalle Rovanpera's talents as the young Finn blasted past Evans to hold third place and cemented his grip on the podium with each pass.

Being at Spa was a contentious subject, as it required a 200-mile road section to be driven from Ypres and totally changed the nature of the event, which has been set firmly in Flanders since the 1960s. It created a big and famous amphitheatre for Neuville's fans to enjoy the show but some teams felt that the risk of so many non-competitive miles on cars that had competed for two days was too great.

It certainly changed things considerably for the crews. The roads around Ypres, the traditional event in effect, are deceptive in the extreme. They are largely formed of long straights and square junctions that may lack the theatre of Col de Turini or Ouninpohja but are also many times more punishing to the unwary.

M-Sport lost all four of its WRC and WRC2 entries on the first day due to driver errors on the narrow, unforgiving stages. This included the team's star of the future, asphalt ace Adrien Fourmaux, whose slight over-reach on a fast left-hander launched him into a violent, airborne 1100-degree rotation that ended against a concrete pole.

Fourmaux's accident was replicated on the second morning by Toyota's ex-F3 driver Takamoto Katsuta, whose exit was almost identical save for one crucial detail: how close he came to wiping out several spectators and marshals standing by the roadside.

Belgian fans are passionate, knowledgeable and experienced but the sheer speed that a modern WRC car can carry through a corner is infinitely faster than anything seen in Flanders before. Katsuta's accident made the bystanders look horribly exposed – thankfully without injury.

For all the impressive resource that has been put into spectator safety by the FIA under Michele Mouton's stewardship, Katsuta's onboard graphically showed how matters can escalate in the blink of an eye. This will be a sober learning for the organisers when planning their next event.

Nevertheless, the rally emerged with everyone unscathed and while Spa may have been less organic, it played host to

RESULTS

World Rally Championship round 8/12

Event: Rally Ypres **Where:** Belgium **When:** August 13-15

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Thierry Neuville/Martin Wydaeghe	Hyundai i20 Coupe WRC	2h30m24.2s
2	Craig Breen/Paul Nagle	Hyundai i20 Coupe WRC	+30.7s
3	Kalle Rovanpera/Jonne Halttunen	Toyota Yaris WRC	+43.1s
4	Elfyn Evans/Scott Martin	Toyota Yaris WRC	+49.6s
5	Sebastien Ogier/Julien Ingrassia	Toyota Yaris WRC	+55.8s
6	Ott Tanak/Martin Jarveoja	Hyundai i20 Coupe WRC	+3m46.5s
7	Yohan Rossel/Alexandre Coria	Citroen C3 Rally2	+12m14.9s
8	Pieter Jan Cracco/Jasper Vermeulen	Skoda Fabia Rally2 evo	+13m05.9s
9	Fabian Kreim/Frank Christian	VW Polo GTI R5	+13m13.8s
10	Vincent Vershueren/Filip Cuvelier	VW Polo GTI R5	+13m31.1s

WRC2: Huttunen/Lukka; **WRC3:** Rossel/Coria. **Championship:** 1 Ogier 162; 2 Evans 124; 3 Neuville 124; 4 Rovanpera 99; 5 Tanak 87; 6 Katsuta 66; 7 Breen 60, etc **Next rally:** Acropolis Rally Greece, September 9-12

British ace Elfyn Evans led the pursuit but fell back on the final day

Photos: mcklein-imagedatabase.com

Massive home support for Neuville made both Ypres and Spa-Francorchamps shake to the foundations

Championship leader Ogier kept a watching brief on the podium and came away with valuable points

an outpouring of national joy as Neuville did all that was needed to take the victory. He even added some donuts at the finish for good measure.

"I mean we had a lot of pressure coming here but I felt quite comfortable all the weekend and I could rely on my team on the car as well, which was working perfectly, and it was a pleasure for me to give this first win to Martijn [Wydaeghe, co-driver] here in Belgium," Neuville enthused over the cheering. "It should have come more early but we were a bit unlucky in Kenya so it feels even better now!"

The result puts Neuville level with Evans in the title race, with no less of a chance to catch Ogier than the Welshman. After a series of disasters for the team on recent gravel outings, Hyundai's 1-2 also made a decent dent in the seemingly impregnable lead that Toyota has built in the manufacturers' standings so far this season. It's still 'game on' in the 2021 WRC.

LOCAL HEROES DOMINATE IN THE CLASSES

WRC3 points leader Yohan Rossel survived a blip on Saturday morning to claim his third win of the season and stretch his title advantage over absentee Kajetan Kajetanowicz to 45 points. It was another impressive performance for the Frenchman after his wins on snow in Monte Carlo and gravel in Sardinia, pointing to another potential star for the senior classes.

For the massive crowds throughout the weekend, WRC3 was also the chance to cheer on those who they watch week-in, week-out and the star of the show was Pieter Jan Michiel Cracco; the only man to head Rossel throughout the weekend.

It was an emotional second place and national win for Cracco on the WRC's Belgian debut, who paid tribute to his late father, popular gentleman driver Philip Cracco, who succumbed to cancer in 2020.

Cracco earned huge applause

The final WRC3 podium place fell to another Belgian, Vincent Verschueren, who finished second in the national class. Meanwhile in the GT class, Frenchman Pierre Ragues headed home Stefaan Prinzie and indomitable veteran Marc Duez in their Alpines.

YPRES BRINGS A MOVING SHOW OF UNITY FROM WRC

The Brits and the Belgians have long enjoyed a cordial relationship but when it comes to motorsport the bonds grow deeper still.

British fans of circuit racing regularly make the pilgrimage to Spa-Francorchamps, of course, for Formula 1, endurance racing and historic motorsport; all of which comes with the added bonus of sparkling local beer and succulent frites drenched in mayonnaise.

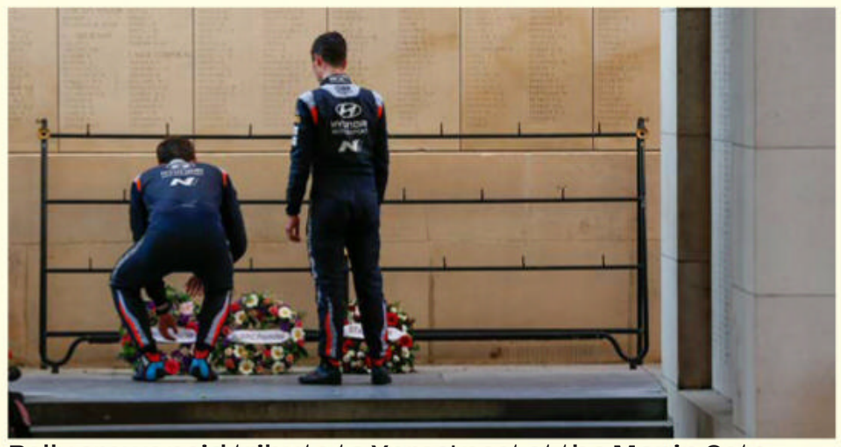
Rallying is no different in that respect, but on this famous old event whose winners include Tony Pond, Jimmy McRae and Kris Meeke, the bonds are stronger still.

Indeed, the names of almost every stage on this rally resonate like no others in the world of motorsport.

Kemmel. Zonnebeke. Dikkebus. Hollebeke. Never forgetting Ypres itself, of course. In the generation of our great-grandfathers, this was the muddy slaughterhouse in which more than 560,000 men in British uniform fell across the gently undulating plains over which the rally has been held since 1965.

Almost half of those men lie in Flanders still, many with no known grave. Every evening, while the service crews went about their business in the cobbled square of what the Tommies once called 'Wipers', the last post was sounded, as it always is, at the Menin Gate.

Just over a century after the guns fell silent, Ypres' streets resonated to the voices of Brits, Belgians, Germans, French, Spaniards, Swedes, Norwegians, Finns, Estonians, Italians, Dutch, Irish, and flagless Russians. To witness the unifying power of sport, you need look no further than that.



Rally crews paid tribute to Ypres' past at the Menin Gate

SUNINEN AND SOLBERG STAR BUT HUTTUNEN CLAIMS WRC2

Only five cars were entered for the WRC2 category in Ypres, with the 'big three' in terms of success so far this season, the WRC refugees Andreas Mikkelsen, Mads Ostberg and Esapekka Lappi, all deciding that their odds of success were too long and thereby preferring to save their pennies for events in the decisive final stages of this season.

This left us with the all-new Hyundai i20 Rally2s of Oliver Solberg and Jari Huttunen, the M-Sport Fords of Teemu Suninen and Tom Kristensson and the lone VW of Nikolay Gryazin to deliver the action.

On Friday morning, Suninen set a run of three straight stage wins leading up to the end-of-loop service. Initially it was Solberg who led the pursuit, but the youngster dropped behind Huttunen on the second loop as his Finnish colleague gained confidence.

With the final stage cancelled due to spectator numbers, SS7 ended the day with disaster for the Fords. Reigning Junior WRC champion Kristensson spent the day gathering pace and experience throughout the day, but blotted his copybook when he went off and demolished his car against a tree. Suninen meanwhile, attempting to catch the Hyundais, overshot into a field and filled the engine bay with crops.

Restarting under superrally rules, Suninen set another full house of fastest stage times on Saturday morning but residual engine damage from the previous evening put him out. Meanwhile Gryazin's rally effectively came to an end after he picked up the wrong day's maps and drove to the start of SS1.

This left an all-Hyundai battle and Solberg pressed on gamely despite a complete absence of power steering on Saturday. Prior to Ypres, one often wished that his cheerleaders would pipe down and let him prove his own worth. Sure enough, in adversity, he showed his mettle.

Sadly, Solberg's run ended in Parc Ferme on Sunday morning when the gremlins in his new car killed its electrics entirely, leaving Huttunen as the last man standing.

Solberg delivered until electrical dramas ended his rally early

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BTCC REPORT: KNOCKHILL

IN BRIEF

Trouble for Edwards
Jade Edwards caused a red flag in the opening free practice session when she went off at the chicane in her BTC Racing Honda Civic Type R with 18 of the 40-minute session remaining. The running, which started off wet, was topped by the Team Dynamics Honda Civic Type R of Gordon Shedden, who set a 55.032s lap, which was 0.025s ahead of Chris Smiley's Trade Price Cars Excelr8 Hyundai i30 N. Smiley took the top time in session two ahead of Senna Proctor's BTC Racing Honda Civic Type R.

Butcher misses out
Rory Butcher only completed a handful of laps because of an alternator problem in the opening free practice session that meant the power steering failed. The Speedworks Motorsport Toyota Corolla only managed 14 laps, but the issue was repaired in time for the latter moments of the 40-minute period and he finished in 13th position. He bounced back to qualify in eighth place.

Turkington tops
WSR BMW 330i M Sport driver Colin Turkington extended his lead at the top of the Goodyear Wingfoot award, which awards drivers points for their qualifying position. The Northern Irishman topped the Saturday session and now has an 11-point margin over his closest rival for the silverware, MB Motorsport Ford Focus driver Jake Hill.

Rivett is back
Multiple Renault UK Clio Cup title-winner Paul Rivett returned to the British Touring Car Championship at Knockhill at the wheel of a Motorbase Performance Ford Focus. The Surrey racer was deputising for Andy Neate, who is suffering Covid's effects. Rivett lined up in 24th position for the opening race and saw the chequered flag in all three races. His best result was 19th position in the second race of the weekend.

Rowbottom pipped
Team Dynamics Honda Civic driver Dan Rowbottom suffered only his second defeat of the season in the Jack Sears Trophy, held for drivers who had yet to score a podium ahead of the 2021 season. He was beaten to the silverware in the second race of the weekend in Scotland by Laser Tools Racing man Carl Boardley, who lifted the trophy for the first time. That moved the Infiniti driver to second in the standings, but he is some 88 points adrift of Rowbottom at the halfway stage.

Rowbottom heads points

Turkington got back to the front

Sutton and Turkington celebrate race two

TURKINGTON GETS THE BALL ROLLING AGAIN

The Northern Irishman kick-started his attack north of the border. By Matt Salisbury

Tough weekends at both Brands Hatch and Oulton Park had left Colin Turkington in unfamiliar territory in the British Touring Car Championship standings as the series headed for Knockhill and the halfway stage of the 2021 season.

A second win of the year – and a further podium finish – later and Turkington left Scotland having brought himself firmly back into the championship picture although he would probably have preferred it if Ash Sutton's Laser Tools Racing Infiniti and Tom Ingram's Excelr8 Hyundai hadn't taken the other two victories.

As usual, the three races would prove to be action-packed around the tight and twisty circuit and ensured that a packed crowd were royally entertained as Knockhill opened its gates to a capacity crowd for the first time since the onset of the pandemic.

Race one

The positive for Turkington going into the weekend was that his BMW 330i M Sport was carrying only 15kg of success ballast, and he took full advantage in qualifying to secure pole position for the second time this season.

Running the soft tyre, the four-time champion duly scampered away at the front when race one kicked off and quickly established a lead of more than three seconds over Senna Proctor's BTC Racing Honda, which had lined up alongside on the front row.

The hard work would be undone, however, when a front-right failure pitched Dan Lloyd's Vauxhall off the road and into the barriers on the exit of the chicane, bringing out the safety car and backing up the field.

Managing the restart to perfection, Turkington wasn't to be denied and wasted little time in reestablishing his advantage at the front. Breaking away from Proctor immediately, he eased away at the front to secure a relatively straightforward second win of the year.

Adding further cause for celebration, it was a victory that meant WSR reached the landmark of 100 wins in the BTCC. "It's great to be back on the top step of the podium," said Turkington. "We deserved that win after the bad luck we've had in recent events and it's nice to get such an important win for WSR. I knew the car was in a good place and we'll try to keep it going."

Proctor would do his best to give chase after the restart, but the harsh reality was that his Honda Civic Type R was no match for the BMW. It was however more than enough to break clear of the fight for third, and the result – after his victory in race three at Oulton Park – meant he secured back-to-back BTCC podiums for the first time.

From an impressive third on the grid, Chris Smiley fought hard to keep his place on the podium, but his Excelr8 Hyundai would face ever-increasing pressure from Josh Cook (BTC Racing Honda) after the restart.

Having started fourth, Cook finally managed to find a way through seven laps from the end when he dived down the inside at Clarks, with that move forcing Smiley slightly wide and offering championship leader Sutton with the chance to nose his Laser Tools Infiniti alongside Smiley through Hislops. Smiley tried to defend as best he could, but Sutton completed the move into the Hairpin to take fourth.

The pair would ease away from Smiley through the closing laps, but there was no opportunity for Sutton to try and get ahead as Cook ensured that he joined Proctor on the podium in a BTC Racing 2-3. Fourth for Sutton however was a good result considering the combination of maximum ballast and the slower medium compound tyre.

Smiley held on to take fifth spot ahead of Jake Hill, but only after the MB Motorsport driver managed to keep Aiden Moffat (Laser Tools Racing Infiniti) at bay over the final laps. Moffat tried to make a move at the Hairpin on the final lap and drew alongside Hill on the run to the line, but the Focus held on to take the place by just 0.050s.

Gordon Shedden (Team Dynamics Honda), Rory Butcher (Speedworks Toyota) and Tom Ingram (Excelr8 Hyundai) rounded out the top 10, with the two Scots having battled hard throughout the race to get ahead of Ingram's ballast-heavy car. Like Sutton, Ingram had also run the medium compound at the first opportunity, but was unable to make the same impression on the race as his championship rival.

Tom Oliphant (West Surrey Racing BMW) had been part of that squabble before contact from Butcher at the hairpin broke a rear toe link and forced him into retirement.

Race two

Having benefited from a light car in race one, Turkington headed into race two saddled with maximum ballast on the BMW, and he elected to remain on the soft tyre in the hope of remaining out front.

As expected, he held the lead at the start from Cook and Sutton as they jumped Proctor on the opening lap before the safety car was called out to recover Nic Hamilton's Team Hard Cupra from the start-finish straight.

Hamilton was the big loser when Smiley failed to get away off the line, with the field scattering in order to avoid the stricken Hyundai as it finally started to move. Hamilton jinked left unaware that Oliphant's BMW was already there, with the resultant contact turning him into the pitwall.

Turkington held the lead on the restart but behind Cook was under pressure from Sutton and the defending champion wasted little time in making a move for second spot before setting off after the BMW ahead, trying more than once to get ahead at the hairpin.

Even when one failed attempt meant he dropped back towards Hill, who had dived past Cook at the hairpin, Sutton again closed in on Turkington before the fight was neutralised by a second safety car following a clash between Butcher and Moffat going into Turn 1 while dicing for seventh spot.

The fight between the pair would come down to a three-lap dash to the flag, with Sutton all over the rear of the BMW until the unthinkable happened at the chicane on the final lap.

Turkington made an uncharacteristic mistake and dipped a wheel into the gravel, and that was the half chance that Sutton required to slip down the inside, take the lead and secure the race win.

"Today is going to plan as we had a mega run in race one and then made the most of Colin having more weight in that one," said Sutton. "I piled the pressure on and then he made a small mistake on the final lap and I got through. I showed my nose a few times but I knew we were strong at the chicane and he made the error – I was right there to pick up the pieces."

Hill had hoped to push the leading pair through the final laps but found himself stuck behind the Hyundai of Rick Parfitt – which had dropped off the lead lap after a contact-induced spin – on the final restart. Turkington's mistake almost opened the door to take second spot, but third still marked a return to the podium to aid his own championship challenge.

Cook, who was running the less favourable medium tyre, did well to hold on to his place despite late pressure from both Shedden and Ingram as the trio crossed the line together. Ingram had been running behind Moffat and Butcher when they clashed so was happy to pick up additional points to minimise his losses to Sutton, with a late move on Proctor also helping to ensure his place in the top six.

Jason Plato (PMR Vauxhall Astra), Stephen Jelley (West Surrey Racing BMW) and Carl Boardley (Laser Tools Infiniti) rounded out the top 10, with that result being Boardley's best in the series to date.

Race three

Sutton pulled nine from the bag to put Jelley on pole for race three but the WSR driver – alongside Plato and Proctor behind – was running on the less favourable medium tyre having elected to hold it back to the final encounter.

The BMW led the field into turn one for the first time ahead of Plato, but Ingram in fourth was on the soft tyre and wasn't planning to hang around as he looked to take advantage of the more favourable rubber to make his way forwards.

Ingram cleared Proctor on the opening lap to move into third before an early caution period to recover Cook's Honda, which had slowed and pulled off track on the opening lap, and then set about chasing after Jelley and Plato when the racing action got back underway.

Eager to try and fight for his first win of the year, Plato tried to make a move for the lead at the hairpin on lap ten but appeared to lock up slightly which opened the door to Ingram behind, and he needed no second invitation to slide down the inside and take second spot.

Photos: Jakob Ebrey

Ingram makes a move for the lead in race three

Sutton was relentless in his chase of Turkington

Senna Proctor battled hard for a brace of podium finishes

Proctor would follow him through into third starting the next lap, and Plato's race would quickly go from bad to worse as Hill and Shedden got ahead of the Vauxhall at Turn 3.

Back at the front, Ingram closed in on the leading BMW and when Jelley left the smallest of gaps at the hairpin, Ingram pounced with a late dive and sneaked through on the inside to grab the lead.

Once again Proctor followed him through and the pair broke away at the front, with Ingram taking the win by little more than a second despite revealing afterwards that he had been dealing with electrical gremlins on the Hyundai from the early stages.

"It was always going to be tough from fourth but that was an ace race," said Ingram. "I was struggling a bit with some electrical issues but when the chance came to get the lead, I took it as it was probably my only opportunity."

Proctor's second place maintained his recent strong form, with Jelley holding on to take the final place on the podium as a reward for his efforts. Shedden and Sutton followed behind, with the points leader running well with maximum ballast and almost jumping the Honda on the run to the line.

The pair had cleared Hill in quick succession, and his race would end in disappointing fashion when the then took a trip across the grass at turn one while trying to defend his position from a charging Smiley, who had climbed through from 13th on the grid as he recovered from his race two stall.

That cost Hill two places before he was forced into the pits to retire, with Smiley going on to take sixth spot ahead of Moffat and Turkington; the latter recovering from a mid-race moment at Clark that meant he ran wide and dropped to eleventh.

Plato would fade back to ninth place, with the top 10 completed by Dan Rowbottom (Team Dynamics Honda), who would be unable to replicate the fine form he had shown at Oulton Park.

Turkington's strong weekend ensures he climbs up to third in the standings, although he still has work to do to try and haul in the two drivers ahead in the standings. As it is, Sutton will head back to Thruxton next time out still leading the way from Ingram, with the gap between the pair now standing at 14 points.

SUPPORT RACES

Harry King (Team Parker Racing) produced his drive of the season to claim honours in the second Pirsche Carrera Cup GB race, starting fifth and charging through the pack. Reversed-grid polesitter Josh Malin (Richardson Racing) led away, chased by Kiern Jewiss (Team Parker Racing) who dropped out after mild contact led to his car leaking coolant. Up to second came Lewis Plato (Valluga) chased by a frustrated Dan Cammish (Redline Racing) who felt he was down on speed, possibly due to a gearbox problem. King stormed past them all and assumed the lead before a second safety car period bunched the field. On the restart he ran away to win by six seconds from a season-best result for Malin, while race one winner Lorcan Hanafin (JTR) came home fifth.

Jack Davidson (LUX Motorsport) triumphed in a frantic third Mini Challenge stanza after a race-long fight with team-mates Jason Lockwood (Excelr8 Motorsport) and Max Bird. It was a welcome contrast from Sunday morning's cold tyre-induced crash-fest won by Dan Zelos (Excelr8) who also took Saturday afternoon's contest.

Matias Zagazeta (Argenti Motorsport) won two British F4 championship races, the Peruvian edging into the championship contest. In both races, he fended off Fortec Motorsport's Joel Granfors and Matthew Rees (JHR Developments), who now leads the championship, while JHR's McKenzy Creswell won the reversed-grid race. Out of luck was erstwhile championship leader James Hedley (Fortec) who struggled for balance in qualifying and started races one and three at the back and missed the second completely thanks to a leaking fuel cell.

Ginetta Junior action was as frantic with wins for Liam McNeilly (Fox Motorsport) and Callum Voisin (R Racing), while Robert de Haan's win for Richardson Racing became eighth after a jumped-start penalty giving a maiden win to Aston Millar (R Racing). Millar backed it up with a second win in a shortened fourth race.

Adam Smalley took a brace of Ginetta GT Supercup wins for Elite Motorsport, while Tom Hibbert (Rob Boston Racing) won the third from team-mate Josh Rattican.

David Addison

RACE WINNERS

Porsche Carrera Cup GB
Race 1: Lorcan Hanafin (JTR); **Race 2:** Harry King (Team Parker Racing)

British F4 Championship
Race 1: Matias Zagazeta (Argenti Motorsport); **Race 2:** McKenzy Creswell (JHR Developments); **Race 3:** Matias Zagazeta (Argenti Motorsport)

Ginetta Junior
Race 1: Liam McNeilly (Fox) **Race 2:** Callum Voisin (R Racing); **Race 3:** Aston Millar (R Racing); **Race 4:** Millar.

Mini Challenge
Race 1: Dan Zelos (ExcelR8); **Race 2:** Zelos; **Race 3:** Jack Davidson (LUX Motorsport)

Ginetta Supercup
Race 1: Adam Smalley (Elite Motorsport); **Race 2:** Smalley; **Race 3:** Tom Hibbert (Rob Boston Racing)

Harry King went on the attack in the second Porsche encounter

RESULTS

BTCC
Round 13
Laps: 27 Track: warm and very dry

	DRIVER	TEAM/CAR	TIME
1	Colin Turkington (15)	WSR BMW 330i M Sport	26m03.813s
2	Senna Proctor	BTC Racing Honda Civic	+4.254s
3	Josh Cook (27)	BTC Racing Honda Civic	+8.076s
4	Ash Sutton (75)	Laser Tools Racing Infiniti Q50	+8.643s
5	Chris Smiley	Trade Price Cars Excelr8 Hyundai i30 N	+12.071s
6	Jake Hill (48)	MB Motorsport Ford Focus	+13.061s
7	Aiden Moffat	Laser Tools Racing Infiniti Q50	+13.111s
8	Gordon Shedden (33)	Team Dynamics Honda Civic	+16.273s
9	Rory Butcher (21)	Speedworks Motorsport Toyota Corolla	+25.848s
10	Tom Ingram (66)	Trade Price Cars Excelr8 Hyundai i30 N	+27.688s

11 Stephen Jelley (9) (WSR BMW 330i M Sport) +27.899s; 12 Tom Chilton (Ciceley Motorsport BMW 330i M Sport) +28.167s; 13 Adam Morgan (39) (Ciceley Motorsport BMW 330i M Sport) +28.487s; 14 Jason Plato (Power Maxed Racing Vauxhall Astra) +29.759s; 15 Dan Rowbottom (57) (Team Dynamics Honda Civic) +30.167s; 16 Jack Goff (Team Hard Cupra R) +30.727s; 17 Sam Smelt (Speedworks Motorsport Toyota Corolla) +32.558s; 18 Carl Boardley (Laser Tools Racing Infiniti Q50) +33.619s; 19 Sam Osborne (Motorbase Performance Ford Focus) +34.705s; 20 Jack Butel (Trade Price Cars Excelr8 Hyundai i30 N) +35.693s; 21 Rick Parfitt (Trade Price Cars Excelr8 Hyundai i30 N) +38.341s; 22 Jack Mitchell (Team Hard Cupra R) +38.665s; 23 Paul Rivett (Motorbase Performance Ford Focus) +39.317s; 24 Nicolas Hamilton (Team Hard Cupra R) +39.869s; 25 Aron Taylor-Smith (Team Hard Cupra R +41.021s; 26 Jade Edwards (BTC Racing Honda Civic) -1 lap; R Ollie Jackson (MB Motorsport Ford Focus) 22 laps/brakes; R Tom Oliphant (WSR BMW 330i M Sport) 21 laps/broken toe link; R Dan Lloyd (Power Maxed Racing Vauxhall Astra) 3 laps/suspension-crash. **Pole position:** Turkington 50.836s (89.72mph). **Winner's average speed:** 78.74mph. **Fastest lap:** Turkington 51.006s (89.42mph). **Lap leaders:** Turkington 1-27. **Brackets** = success ballast

Round 14: 27 laps Track: dry

	DRIVER	TIME
1	Sutton (48)	27m06.766s
2	Turkington (75)	+1.043s
3	Hill (33)	+1.770s
4	Cook (57)	+2.258s
5	Shedden (21)	+2.672s
6	Ingram (9)	+3.202s
7	Proctor (66)	+4.427s
8	Plato	+4.829s
9	Jelley	+5.068s
10	Boardley	+5.656s

11 Moffat (27) +8.393s; 12 Goff +8.714s; 13 Smiley (39) +9.246s; 14 Butel +10.003s; 15 Taylor-Smith +13.090s; 16 Morgan +13.197s; 17 Oliphant +13.503s; 18 Rowbottom +14.535s; 19 Rivett +14.825s; 20 Osborne +14.862s; 21 Mitchell +15.386s; 22 Jackson +16.649s; 23 Edwards +18.008s; 24 Smelt +18.188s; 25 Chilton +18.401s; 26 Lloyd +19.010s; 27 Parfitt -1 lap; R Butcher (15) 21 laps/accident; R Hamilton 0 laps/accident. **Winner's average speed:** 75.70mph. **Fastest lap:** Sutton 51.145s (89.19mph). **Lap leaders:** Turkington 1-26, Sutton 27. **Brackets** = success ballast

Round 15: 25 laps Track: dry

	DRIVER	TIME
1	Ingram (33)	22m23.760s
2	Proctor (27)	+1.383s
3	Jelley (15)	+4.658
4	Shedden (39)	+5.211s
5	Sutton (75)	+5.273s
6	Smiley	+6.033s
7	Moffat	+6.432s
8	Turkington (66)	+10.298s
9	Plato (21)	+11.932s
10	Rowbottom	+12.546s

11 Boardley (9) +16.436s; 12 Taylor-Smith +16.883s; 13 Morgan +17.076s; 14 Oliphant +17.507s; 15 Jackson +18.575s; 16 Butel +19.350s; 17 Osborne +19.796s; 18 Lloyd +20.405s; 19 Edwards +23.312s; 20 Butcher +23.466s; 21 Rivett +24.111s; 22 Mitchell +24.420s; 23 Chilton +24.482s; 24 Smelt +25.027s; 25 Parfitt +25.120s; 26 Goff +38.599s; R Hill (57) 22 laps/overheating; NC Hamilton 21 laps; R Cook (48) 0 laps/driveshaft. **Winner's average speed:** 84.85mph. **Fastest lap:** Butcher 51.560s (83.63mph). **Lap leaders:** Jelley 1-16; Ingram 17-25. **Brackets** = success ballast

Drivers standings

POS	DRIVER	POINTS
1	Ash Sutton	172
2	Tom Ingram	158
3	Colin Turkington	138
4	Gordon Shedden	129
5	Jake Hill	128
6	Josh Cook	123
7	Dan Rowbottom	121
8	Stephen Jelley	113
9	Aiden Moffat	108
10	Adam Morgan	106

11 Rory Butcher 102; 12 Senna Proctor 99; 13 Jason Plato 91; 14 Tom Oliphant 76; 15 Jack Goff 71; 16 Chris Smiley 71; 17 Dan Lloyd 59; 18 Ollie Jackson 41; 19 Dan Cammish 30; 20 Carl Boardley 25; 21 Tom Chilton 22; 22 Aron Taylor-Smith 15; 23 Sam Osborne 5; 24 Sam Smelt 2; 25 Jack Butel 2; 26 Jade Edwards 1.

Independents Trophy

POS	DRIVER	POINTS
1	Sutton	192
2	Ingram	178
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FEATURE

ANTHONY REID
THE MAN FOR ALL SEASONS

A great British all-rounder tells the story of his career through the questions posed by Motorsport News's readership, put to him by Nick Garton

Long way home: Reid reached BTCC via Japan

From early days spent living in a tent and cleaning toilets to fund his Formula Ford career, Anthony Reid took 13 years to become an overnight success.

He went on to beat future stars Jacques Villeneuve and Tom Kristensen to the Japanese F3 title in 1992, then became one of the most rambunctious regulars in the BTCC's era of manufacturer-funded pomp. Today, Reid remains one of the most versatile wheel men in the sport; a fan favourite whose disarmingly genial presence in the paddock belies the self-belief needed to take on everyone from Michael Schumacher to John Cleland. Motorsport News caught up withthe hard-charging Scot to put your questions.

Question: How much of an influence on you was going to Jim Clark's old school?
Dave McFayden
Via Twitter

Anthony Reid: "That was absolutely part of the influence behind me choosing to try and make a career in motor racing. The other big influence was an uncle… he was my brother's godfather, in fact, and so wasn't related as such but he was very good friends of the family and his name was Norman Barclay.

"He raced against people like Jackie Stewart and Jim Clark in Formula Libre and I think Formula 3 and over dinner parties he'd tell us great stories that had a huge impact on me as a young boy. For example, he did the London-Sydney in 1968 in an eight-litre Bentley with Keith Schellenberg and they got as far as Turkey when they were driving up a mountain pass in this big car and it caused the road to collapse, the weight of the car, and it rolled down into a gulley.

"They were promptly captured by Turkish bandits, but fortunately for them there was a prince or some guy with a castle who had his own private army, and he dispatched the army to deal with the brigands and the car was recovered to the safety of the castle grounds that evening… I think they got as far as India. I remember my prep school took my class to Ingliston where we got to see Jim Clark and Jackie Stewart racing – I didn't get to meet them but saw them there racing, then in 1975 I went to my first British Grand Prix at Silverstone.

"The whole experience was like a rush of adrenaline, Emerson Fittipaldi won, a lot of guys ended up in a heap and the sight and sound at the start was incredible. From there I sort of knew what it was I wanted to do. We weren't a racing family particularly, the family business was accountancy and I didn't really fancy that, so I decided pretty much at Silverstone to try my best to make a career in motor racing and signed up to a course at the Jim Russell school."

Photos: Motorsport Images

Visiting the 1975 British GP sealed Reid's ambition

Question: How do you change from one of the most approachable drivers in any paddock to one of the hardest racers on the track?
Betty Douglas
Via email
AR: "I used to joke with Dick Bennetts at West Surrey Racing when he'd come and talk to me about tactics or whatever in the paddock and I would say to him: 'you're talking to the wrong guy, you need to talk to the racing driver!' [In the paddock] I was just an ordinary guy going about my business. So, yeah, two different personalities really, I become a different character I guess when the lights go out on the grid."

Question: What were your Formula Ford days like and did you really work on an oil rig?
Bob Walsh
Via Facebook
AR: "I didn't work on an oil rig but after I'd won the Jim Russell racing school scholarship in 1977, they paid for me to race at Silverstone in the Esso Formula Ford championship in a couple of the school cars, so that was great grounding, but after that I didn't have the money to continue.

"So, I went up to the Shetland Islands and worked at Sullom Voe, where BP were building a big new oil terminal so the rigs could pump their oil into the terminal and then the supertankers would come up alongside and take their cargo to the refineries across the world.

"Initially I had a job as a toilet cleaner; but I reckoned I was one of the highest paid toilet cleaners in the world at that time because the money was very good. And then I drove taxis at night to double my income. I lived in a tent, so I had no overheads living on a very basic campsite and very quickly I earned enough money to buy a brand-new racing car.

"The problem then was that I kept crashing it so often and running up a big overdraft that my bank manager would send me back up to Scotland to pay my debts off! So, I never actually worked on an oil rig but from being involved in the construction of Sullen Voe I then went into construction, building houses and stuff, which earned more money over a three-year period, and then I got a break with John Kirkpatrick Racing, who was putting together a Formula Ford team, and that was in 1982."

Question: You were my instructor when I was given a racing school lesson at Silverstone in the 1980s and a lot of the staff became big names in the sport like Andy Wallace and John Pratt. What was it like working together?
Colin Melford
Via Facebook
AR: "Gerry Corbett was one of the senior instructors who, with John Kirkpatrick and Derek Smith, ran the Jim Russell racing school team in 1977 when I won my races in the Esso championship. I think the culture of that time was that you got the hairdryer treatment if you did anything wrong in a car, like have a spin or worse, and it was fairly verbal at times, shall we say!"
[MN: John Kirkpatrick would begin the eight-day intensive training courses with a declaration that any students who felt they 'could call themselves a racing driver' at its conclusion should immediately go home; while etched deep in Silverstone legend is the story of a pupil who returned to the pits after spinning to be pelted with the late Corbett's packed lunch!]
AR: "There were some huge personalities involved and pupils spent a lot of time minding the telltale on the rev counter. You would give them a 'do not exceed' limit to stay below when of course today people have rev limiters and it seems a quite extraordinary thing to have done - but it worked!. I worked for many years at the Jim Russell school and later the Silverstone Racing School and it was kind of like being at university. Everyone was in the same boat: we were short of money, we were struggling and scratching around to put deals together to go racing. Formula Ford was the saving grace for so many racing drivers because it was affordable and it was a level playing field so you could really see the talented drivers shine and working at the racing schools paid the bills, effectively,

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Reid's life was changed by "out of the blue" 1990 Group C chance

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FEATURE

Podium cheers with Needell and Sears at Le Mans in 1990

I mean the money was relatively good.

"I don't think that instructors are being paid more now than we were being paid back then! And it was enough money to buy a new set of tyres or have an engine rebuild, provided that you raced off the back of a trailer with a few weekend warriors to help you out at the race meetings. If you could keep that going then you could go racing, helped by whatever sponsorship you could find and from working at the racing school. So many, many drivers who went on to great things went through that sort of route."

Question: Saab appeared to be the next big thing in British F3 with you and Maurizio Sandro Sala driving for the team. What happened?!
Ken Parker
Via Facebook
AR: "Where did it all go wrong? Well, with John Kirkpatrick we got to Formula Ford 2000 with Argo's chassis. Damon Hill was my team-mate for a couple of the BBC Grandstand Winter Series races at Brands Hatch. One of the driver-cum-sponsors of the team, Bob Moore, amazingly put this deal together and persuaded Saab that they couldn't afford not to go motor racing and he got them to pay to put a team together with Madgwick Motorsport and it looked fantastic at the press launch at the beginning of that season, 1985. We had a great looking car.

"The Reynard was all-carbon, one of the first non-F1 cars to be built that way, so the chassis was excellent, but the problem was that the engine was very much a boat anchor: all steel. It might have had an aluminium head, but it was a steel block whereas the engines of that period, the Toyota Novamotor and particularly the VW were all-alloy and much lighter, so our handling was not great. The weight of the engine put a lot more wear on the rear tyres and it never seemed to produce the power that was mooted on the dyno so it wasn't a great motor and it just wasn't fast enough: the package wasn't competitive.

"It culminated with Julian Bailey joining the team for the last three or four races and we went to Snetterton, where Bob Moore had 200 guests from Saab in a hospitality unit on the inside of Riches, the first corner, and he was telling everyone how we were going to win this particular race, and anyway coming in to the first corner Julian was on the row behind and he hit the back of my car. I then went into the back of Maurizio Sandro Sala's car who had started on the row ahead, and the end result was that all three of us in the Saab team crashed together in front of these 200 guests... so that was that! The plug was pulled at the end of the year. The successes are very high but the lows are very low and that's something you've got to deal with if you want to make a career in motor racing."

"There were more drivers being paid in the BTCC than in F1!"

Anthony Reid

The highs and lows of a racing life

Question: Out of all the categories you have raced, which really stands out to you as a driver?
Nigel Richards
Via Twitter
AR: "Well after the Saab thing collapsed, I really had to scratch around through the late Eighties but what really gave me a leg-up was this great formula called Vauxhall Lotus and I won the main British GP support race at Silverstone in 1989 and this was a European race, Opel Lotus, with the cream of the crop. And I beat everyone by seven seconds.

"Following that, this Swedish team manager was setting up a Group C team for 1990 and he called me up out of the blue. He'd watched the race on satellite television or whatever and he was very impressed and after a test down at Monza I got the gig to race in the World Sportscar Championship for 1990. That changed my life because then I got a break at Le Mans and finished third with a Japanese team alongside Tiff Needell and David Sears and from that moment going forward, I turned professional. It took me to six great years in Japan, racing against what we now know to be some of the best drivers in the world including Michael Schumacher, Ralf Schumacher, Roland Ratzenberger, Johnny Herbert – the list goes on and on! I mean it was an incredible group of drivers racing professionally."

Question: What were Porsche's Group C cars like to drive?
Jon Saunders
Via Twitter
AR: "In terms of cars that changed my life, the Porsche 962 really has to be the one. Third at Le Mans in 1990 with a fabulous car, a superbly engineered piece of equipment that was very reliable, very quick. I was team-mate to Derek Bell in a 962 in the Japanese championship, but of course that first Le Mans with Tiff and David, where we had Gary Cummings [former Brun engineer] and Martin Raffauf [IMSA paddock luminary] looking after the car, was fantastic. The level of knowledge those guys had in how to manage the strategy, the fuel, absolutely everything about that race was done thanks to their experience.

"With the foresight that Tiff had from racing the car in Japan, they brought both the usual Le Mans low downforce set-up and the regular season short tail and we tried them back-to-back and we could tell straight away, because this was the first year with the chicanes, that the short tail was the way to go. [MN – the works-backed Joest Porsches ran with traditional low tails and struggled in comparison]. It looked after the tyres better, you could brake later and it was just so much more stable and it certainly proved to be the right choice.

"The quickest thing I'd ever raced to that point was a Formula 3 car and the sheer scale of the event, the speeds of over 200 mph even with the chicanes, and the size of the crowd, was just beyond anything I'd known. After that result I was immediately made a member of the British Racing Drivers' Club. I didn't have to apply, I was invited, whereas normally there is this huge qualifying matrix of so many results and so many levels and all this sort of stuff, but I was given a membership on the back of that result alone! So, the Porsche 962 is the car that comes most immediately to mind as my favourite, and not long ago I drove the Hydro Aluminium car at Goodwood for the Festival of Speed: just a few runs up the hill, but I just felt so much at home. You can jump into it and drive quickly straight away."

Question: How did the offer to test for Jordan in F1 happen and how did it feel to reach that point?
George Smith
Via Twitter
AR: "Well, it wasn't a test but I'm looking at the letter now because it's framed on my toilet wall downstairs as it's the one place that people stand still long enough to read it! [MN – this would not be the first interview that we've conducted in a lavatory, but let's assume Anthony went there to find the letter!] It says: '...we hereby confirm that we have been in discussions with the above driver with the possibility of his driving for our Formula 1 team in 1991. We know him very well and value his speed and ability as a complete driver and we would be happy to give full consideration to him subject to his sponsorship arrangements…' and it's signed by Eddie Jordan.

"And I did have a Japanese sponsor teed up and I think it was about £2.5 million that Eddie was wanting. But [the sponsor] went bust a few weeks before I was able to sign a contract like that. Obviously, there were a lot of people talking to Jordan at the time, so the drive went to Bertrand Gachot and then ultimately to Michael Schumacher and the rest is history!"

Question: What was the racing culture in Japan like and was it really as lucrative as Eddie Irvine has said?
Edward Southall
Via email
AR: "It was extraordinary. The culture of the Japanese way of life, which I really thrived on – I love the cuisine and the people and the respect they have for racing drivers and their love of the sport over there. The mechanics as well are all so conscientious and hard-working, I love all of that. But all the drivers – the Europeans and Americans like Jeff Krosnoff – we were all being paid! This was something completely new to me. Eddie was absolutely correct; I mean in my first year of racing Formula 3 in Japan I earned £80,000 and this was 30 years ago.

"Then I went on later to have four different contracts in a season for Group A, Group C, Formula 3 and Formula 3000. So, yes, I took a pay cut to come back and race for Nissan in Europe and Eddie took quite a substantial pay cut to become an F1 driver and race for Jordan, although he recouped that in his years at Ferrari and Jaguar! I just threw myself into it all and adapted to Japan very well. I learned enough of the language to get by because I wasn't living in Tokyo, I was living in Gotemba and nobody on my team spoke English. You had your

Reid battles Rickard Rydell in the BTCC's 1990s heyday

comrades, people like Tom Kristensen and Victor Rosso, who were also based there. Roland Ratzenberger and Eddie Irvine both came and stayed with us. It was all great fun."

Question: All your successes in Japan must have seemed a long way from home and from team bosses' attention, how did you keep yourself in the frame to come back to race in Europe?
Alan Kelly
Via email
AR: "I didn't really think too much about where it was all headed, I was just enjoying the success of racing in Japan but what changed things was that [British journalist] Adam Cooper came out and spent a couple of years in Japan. He gave such excellent coverage to the likes of me, Tom Kristensen, Johnny Herbert and so on that he helped to keep us on the radar of the European teams and come back. At that stage I was racing for HKS in the Japanese supertouring series and came to the attention of Nissan as they were gearing up to start the programme for the German and British championships."

Question: When you got to touring cars in Germany, were you hoping to get to the BTCC? What was the paddock like in that era when it was on the BBC and everyone followed it?
Ray Hooper
Via Facebook
AR: "Nissan dangled that carrot: they assured me that I would be racing in the BTCC after a year in Germany. It was a two-year contract with a third-year option and the significance of what the BTCC was back then only grows as time goes by. There were only three or four TV stations in Britain at that time, nobody had satellite or anything, and we were on BBC Grandstand with Steve Rider presenting, Murray Walker commentating, the established names of the touring car world and a lot of names from Formula 1 like Derek Warwick and ultimately Nigel Mansell. TOCA also sold the coverage around the world and so really millions of people were watching it, the crowds were huge, the money that was coming in from the manufacturers, who all wanted a slice of the cake, was fantastic and there were actually more drivers being paid to race in the BTCC at that time than there were in Formula 1! There was something like 18 drivers who were getting paid. We were sponsored by big household names like Nescafe and Vodafone, and I remember driving through London one morning and seeing a billboard: 'Anthony Reid wins in the Nissan Primera at Brands Hatch'.

"British touring cars remain very, very popular of course but it's a very different model now. There are still big crowds on race day, but the manufacturers and all that incredible promotion and investment are really impossible to recreate now. For example I remember in 1998 at the August Bank Holiday weekend at Brands Hatch the Top Gear team decided to do a feature on the success of the BTCC and so Nissan entered a third car for Tiff, who was a presenter, so they did this big feature. The finale was this big scrimmage between Nigel Mansell and Tiff behind the pits and in the paddock [MN - Mansell demanded that Needell should be excluded after contact in the first race. Then when the opportunity presented itself in the second race, Mansell heartily returned the compliment to Needell under braking at Druids]. It was fun because they were never the best of friends and they captured all of that for the Top Gear thing and of course everyone loved it!"

Question: David Leslie and yourself were my favourite BTCC drivers of the 1990s, what was he like as a team mate?
Don Jameson
Via Twitter
AR: "David was a really nice guy to work with. We liked similar set-ups, he was very quick and a great development driver but I had been with that programme since 1996 so my DNA was in the car. Between Nissan Motorsport Europe and myself, we developed the Primera beautifully in Europe and then Ray Mallock took it over for the BTCC programme.

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Future F1 champ Jacques Villeneuve was among Reid's rivals in successful '92 Japanese F3 campaign

MG-Lola had epic pace but a shortage of development

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FEATURE

The Scot came within an ace of landing a Jordan F1 drive for 1991

Porsche 962 is seen as a talisman by Reid, turning professional in 1990

As a Goodwood regular, Reid spreads his talents to other disciplines

"The Lola LMP675 was probably the best car I drove"

Anthony Reid

BMW dowry funded MG assault

In GTs Ian Flux and Laurence Pearce gave career advice

"While later on the Ford Mondeo was probably the quickest touring car I've ever driven it was tricky and never quite suited my style of driving. But with the Nissan between David and myself we developed a fantastic package with NME and Ray Mallock that really was a genuine contender for the championship title in our time together."

Question: You got into some scrapes with the Menus and Rydells of the world in your BTCC days, could you sort things out over a pint after the race or at the end of the year?
Richard Lough
Via Facebook
AR: "That sort of stuff was all part of the show! A bit like WWF wrestling because there's only one thing worse than being talked about in motor racing and, of course, that's not being talked about. It just showed the intensity of the competition and what was at stake for the big manufacturers all vying for success and championships and, yeah, I don't have a problem with John Cleland these days, Rickard [Rydell], Alain [Menu] and myself went on to be team-mates at Ford. But it was so competitive and led to races like the one at Donington Park in 1998 which still get talked about to this day."
MN: We need to expand on that race, which ended up as that celebrated bunfight between Nigel Mansell, Derek Warwick, Yvan Muller and the Nissans all in contention as it was the most astonishing 40 minutes or so of racing. You were in the thick of it until the heavens opened, so what was your perspective of the race, which ultimately fell to John Cleland as his last career win in the series?
AR: "I won the first race convincingly in the dry and the second race started in the dry and David [Leslie] and I were leading comfortably but, because I was leading, I had the first option to pit and they called it pretty early. It was sort of a Scotch mist and they said: 'you've got to tell us what you want!' and I made the wrong choice. I asked for intermediate tyres and came back out and was still leading after all the pit stops but the rain just gradually got heavier and heavier and of course everyone else was pitting later and that allowed them to choose the right tyre, the full wet, and ultimately my car aquaplaned off the circuit. That really was the moment that cost me the championship in 1998.

"You can't really blame one moment in a long season of 20-odd races but if there was one decisive thing then not taking the correct tyre was probably it, but from a spectator's point of view it was an exciting race and then it went completely crazy.

"The lead was changing all the time, Mansell was everywhere and everybody was all over each other right to the chequered flag."

Question: You were in the Lister in 1998 and we all went out to dinner: did you really appreciate the advice that myself and Laurence Pearce gave you about your Ford BTCC contract for the following year?
Ian Flux
Via email
AR: "I've known Fluxie more or less since the beginning of my career and I've loved competing with and against [Lister team boss] Laurence Pearce over many years. And, yes, I very much appreciated the advice that they gave me at the time. It was to go to Ford... and the amount of money I was to tell them that my fee should be!"

Question: MG seemed to be throwing money in the right places with its touring cars and Le Mans project, which looked impeccable. Was there any inkling of financial trouble?
Gerald Forrester
Via email
AR: "It's interesting, if you look at the politics around it as there was an election at the time and I believe the Labour party put pressure on BMW to, rather than close [MG] down, send it on its way to the Phoenix consortium with a very large amount of cash. This enabled the Phoenix consortium to rekindle MG's motorsport ambitions with a big rally programme for Gwyndaf Evans, with touring cars and of course with Le Mans. I had tremendous fun being involved with that whole project, there was only Warren Hughes and myself who did both BTCC and Le Mans, the whole thing was fantastic.

"The Lola LMP675 was probably the best racing car I ever drove in terms of balance. It was built beautifully and at Le Mans the regulations at the time allowed us to run at the same pace as the big LMP900s, but sadly there wasn't quite enough money to develop it properly. The car was light, it had a powerful turbocharged engine, Michelin's factory tyres at that time were sensational and the downforce was massive so you could take fantastic speed through the Porsche Curves and, with the carbon brakes, you could come down from 200 mph to take Mulsanne Corner in just 60-70 metres.

"Unfortunately, it was never reliable enough but in both years at Le Mans we were able to run in the top three. In the second year, Johnny Kane, Warren Hughes and myself were splitting the Audis but sadly some stupid thing broke in the gearbox around midnight, just an annoying little part that was the sort of thing we could have prevented if there had been a proper testing budget. But it was fun while it lasted with MG and as a result of that I'm the only driver to have won a touring car race in a Lola-built car!" [MN – the MG ZS at Brands Hatch in 2001 before WSR took over]

Question: How do you get to be a Goodwood House Captain, and do you choose the best cars or tell people off?
Tom Saint
Via Twitter
AR: "I wasn't even a prefect at Loretto School so how the hell I ended up a house captain I'm not entirely sure, but I had an invitation from the Duke of Richmond, or Lord March as he was at the time.

"The houses are really a way of engaging family and friends within the Goodwood Road &Racing Club by playing all sorts of house games throughout the Members' Meeting. Miraculously, our house has won four of the last seven, including a hat-trick, and at this stage in my career I've just loved getting into the world of classics thanks to Goodwood. It's certainly a very different culture to touring cars! You have to respect the cars and especially the value of the cars, and also the show.

"It's all about the show and it really is a spectacular bit of theatre. If you get the chance to drive a winning car then that's a bonus and the Revival's coming up soon so I can't wait to get back for that. It's a bit like any other major fixture because there's a lot of testing, it's a four-day event but takes about a week of testing beforehand.

"Then of course there's the drivers' cricket match on Thursday and the ball on Saturday night which is always spectacular. It's sort of the added bonus to be able to drive in two or three races on top in these amazing cars – Maseratis, Cobras, Jaguars, GT40s and all sorts of wonderful things.So it's a big honour to be part of it all."

Are you going back to South Africa soon after your class win in December?
Damien Wright
Via Facebook
AR: "I've been invited back again to race in the Killarney 9 Hours this December [MN - having won the GT class and finished second overall in a Ginetta G55 in December 2020]. That sort of came up out of the blue. I ended up racing with Jan Lammers and Michael Bleekemolen and Jeroen Bleekemoelen and Sarel van der Merwe, who I used to race against in the Group C period and he's still going strong. We had planned to do a couple of races in Europe this year but because of Covid restrictions it's been very difficult, but we will be back in South Africa in December and the team hopes to get to Sebring in March.

"So, yeah, it's another very competitive team and that one is coming up again and so really it's all ticking over nicely!" ■

ADVERTORIAL

MG CAR CLUB TRADITIONAL END-OF-SEASON RELAY TO RETURN

Classic cars from MGCC, Equipe, Morgans and elsewhere are sought for 90-minute relay back after four years

By Graham Keilloh

MG Car Club has confirmed that its long-established end-of-season relay race for classic cars is returning for the first time since 2017 at its campaign-concluding Snetterton meeting next month.

MGCC has decided to bring the relay back after receiving "strong demand" for its return from competitors as well as more generally having improved participation in its race meetings this year. It will be a 90-minute contest on Snetterton's 300 circuit to take place on Sunday, September 12, with a 45-minute qualifying session on the morning of that day.

MGCC's race competitions secretary Mark Baulch told Motorsport News: "We've decided to bring it back this year because we've seen strong demand for races as the year's gone on, so we wanted to end the year on a high."

The relay was inaugurated more than two decades ago by club stalwart Ron Gammons, and was held traditionally at the Norfolk circuit as the final race of the club's last meeting of the year, after its championships had been resolved. The race attracted an eclectic mix of cars and teams made up of competitors from MG championships as well as from MGCC meetings' regular guests such as Morgan Challenge and Equipe Classic Racing.

It has not been held since 2017 due to the club at the time experiencing declining entries from MGCC series competitors, related to difficulties committing to what was then a four-hour event.

This year's relay is for teams of two or three cars, and a fourth car can be added for an extra £25 fee. Entries are open to any car, though the club is ideally seeking classic cars that compete ordinarily in an MGCC championship or with its Morgan or Equipe guests. Morgan's 2021 season finale takes place at the Snetterton meeting on the day before the relay, the Saturday, while Equipe is to have GTS, Pre '63 and Libre races at that Norfolk event.

There will be awards in the relay for the overall top three teams, for the top three on a handicap as well as for the winners of each of the contest's eight classes.

One potential relay entrant is Morgan racer Richard Thorne who took part in the very first running of the MGCC relay more than 20 years ago.

Entries are open now and the entry fee is £600 per team. Details and the application form can be found on the club's website at: mgcc.co.uk/motorsport/race-competitor-info/.

Photo: Dickon Siddall

Morgans and others are welcome in relay

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MOTORSPORT MOMENTS

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Motorsport News has delved into its extensive archive to produce the second of our quarterly bookazines, this time reflecting on the 1981 season, some 40 years ago.

The 100-page edition covers all angles of the sport from Formula 1 through to the short oval scene. We pick out the strongest story lines of the season and accompany them with some stunning photographs.

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RALLY REPORTS

SCOTTISH RALLY CHAMPIONSHIP: GRAMPIAN RALLY BY JOHN FIFE — AUGUST 14

PEARSON SPARKS SRC TITLE BID WITH GRAMPIAN RALLY VICTORY

Snakes and ladders in the Scottish forests as frontrunners all survive moments of drama

Photos: Eddie Kelly, Jakob Ebrey

Winner Pearson had eventful day

STANDINGS

After 3 (of 5) Rounds

POS	DRIVER	PTS
1	Jock Armstrong	84
2	Ian Forgan	72
3	Mark McCulloch	69
4=	Freddie Milne	57
4=	Garry Pearson	57
6	Michael Binnie	51

Points leader Armstrong not used to LHD Fiesta

Win puts Pearson in the thick of 2021 title battle

RESULTS

Grampian Rally
Scottish Rally Championship
When: August 14 Where: Crathes, Scotland

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Garry Pearson/Niall Burns	Skoda Fabia R5	40m 17s
2	Jock Armstrong/Cameron Fair	Ford Fiesta R5	+25s
3	Freddie Milne/Jamie Edwards	Ford Fiesta R5	+1m 55s
4	Michael Binnie/Claire Mole	Mitsubishi Lancer Evo9	+2m 07s
5	Bruce McCombie/Michael Coutts	Ford Focus WRC	+2m 16s
6	Ian Forgan/Chris Lees (	Ford Fiesta R5	+2m 19s
7	John Wink/Neil Shanks	Hyundai i20 R5	+2m 54s
8	Scott MacBeth/Dan Forsyth	Mitsubishi Lancer Evo9	+3m 19s
9	Scott Beattie/Paula Swinscoe	Mitsubishi Lancer Evo7	+4m 02s
10	Mark McCulloch/Michael Hendry	Ford Escort Mk2	+4m 07s

Class winners: C3: Allan Smith/Paul Beaton (Honda Civic); C5: Michael Renton/John Shepheard (Subaru Impreza); M1: Peter Stewart/ Harry Marchbank (Peugeot 208 Rally4); M2: Niall Cowan Jr/Callum Shanks (MG ZR); M3: Ewan Tindall/Andrew Roughead (Ford Fiesta R2T); M4: Paddy Munro/Dave O'Brien (Ford Escort Mk2); M5: Johnnie Mackay/Emily Easton-Page (Ford Fiesta ST); M6: Mark McCulloch/ Michael Hendry (Ford Escort Mk2); M7: Paul Mcerlean/Niall Mckenna (Ford Escort Mk2); M8: Chris Collie /Gary McDonald (Subaru Impreza); M9: Binnie/Mole (Mitsubishi Lancer Evo9); P1: Pearson/Burns; SH1: Andy Kelly/Roy Campbell (Ford Escort Mk1); SH2: Donald Brooker/Tony Booth (Subaru Legacy RS)

McCulloch's Escort was fastest 2WD in 10th place

A victory won over the final two stages of the Grampian Forest Rally has pitched Garry Pearson and Niall Burns right back into contention for this year's Scottish Rally Championship title fight. His main rivals for the title, Jock Armstrong/Cameron Fair and Freddie Milne/Jamie Edwards finished second and third despite troubled days for both crews.

In fact, all three leading crews struck trouble on the day, starting with Milne. "My own fault," he said at the end of the first stage, "I was off the road three times in there. Trying too hard, too soon!" Even so, he only dropped 17 seconds to the fastest man through there, Armstrong.

Second time out in the Skoda Fabia R5, Pearson was only 4s adrift and then another 4s adrift in the next stage, but lost his chance to get back on terms on the third stage.

"Jock was off in there – and he was still 4s quicker," exclaimed Pearson. For his part, Armstrong looked a bit sheepish: "I'm just not used to left-hand drive cars yet," as he examined the front off-side corner.

Then Pearson hit trouble, but he was rather more fortunate than the other two, getting a puncture which didn't cost him much time. "I just nipped a rock with a wheel," he laughed, "I was actually trying to follow some of the BRC leaders' lines!"

More misfortune befell Milne in Stage 4 at Fetteresso when a brake calliper seal failed and the Fiesta pumped out all of its brake fluid leaving Milne with nothing by way of stopping power.

Despite sterling work by the Buckley boys, Armstrong's Fiesta wasn't quite match-fit for the final run through Drumtochty 2 and Durris and he lost out to Pearson who was on a charge snatching back 9s and then another 27s to earn his first maximum point score of the season.

Michael Binnie and Claire Mole finished top 'non WRC/R5' in the Mitsubishi Lancer Evo9 in fourth place after a spirited run though the north east forests which left them short of tyres for the final two stages. At the rally finish, Binnie pointed to the tyres saying: "Those tyres did the last stage on the Snowman Rally (which he won) 18 months ago."

As for the Mitsubishi Lancer of Donnie MacDonald, it retired on the first stage. "A small circlip came off the clutch inside the gearbox," said MacDonald. "We got through the stage but no further."

As for Keith Morris, his Lancer ended up in a ditch just one mile into the first stage: "The speed was good, but the corner was too tight!"

Willie Paterson was another Lancer retiral when a driveshaft broke on the start line of the same stage.

Things were little better in the Subaru camp where current championship front runner Ian Baumgart damaged the rear off-side suspension when he punctured a tyre and finished 17th and Barry Groundwater just failed to make the top 10 with a sequential gearbox which was choosing its own gears – usually at the most inopportune moment. He finished 11th.

Living within walking distance of the service park and hoping for a better result on home territory, Bruce McCombie and Michael Coutts finished fifth overall in the Ford Focus WRC having lost time with a puncture in the first stage of the day. There was more to come though, as McCombie explained. "I did it again, didn't I. Stalled it on the start line of SS4," he said, referring to a series of similar experiences when he first got the car.

Rounding off the top six were Fiesta R5 newcomers Ian Forgan and Chris Lees relegating John Wink and Neil Shanks to seventh when the Hyundai i20 R5 suffered anti-lag problems.

First time out since the Knockhill Stages early last year Scott MacBeth and Dan Forsyth finished eighth in the Evo9 despite smacking a tree in the first stage while Scott Beattie and Paula Swinscoe failed to match Beattie's previous result on this event when he finished fifth two years ago in his Lancer E7.

Rounding off the top 10 was the leading two-wheel-drive crew, Mark McCulloch and Michael Hendry in their Ford Escort Mk2 despite a sixth gear incident on the opening stage of the day.

With three rounds gone in this year's shortened five-round Scottish championship series Jock Armstrong leads the competition from current top Challenger, Ian Forgan and third placed Mark McCulloch.

However, Armstrong has scored on all three rounds so far whereas Milne and Pearson are lying fourth equal having scored on only two rounds.

CLASS ROUND-UP

Peter Stewart and Harry Marchbank were the only finishers in Class M1 in their Peugeot 208 while the Class M2 winners were Niall Cowan Jr and Callum Shanks in an MG ZR. The Honda Civic of Neil Redford and Duncan Daun was second when Fraser Smith's Honda was sidelined with engine-mapping problems.

Having replaced the bent panels, axle and steering rack on his Fiesta R2T following its RSAC Scottish Rally inversion, Ewan Tindall with Andrew Roughhead were back on form winning Class M3 from the Peugeot 208 Rally4 of Richard Stewart and Carin Tait-Logan.

Paddy Munro and Dave O'Brien took the Class M4 award in their Ford Escort Mk2 while the Ford Fiesta ST of Johnnie Mackay and Emily Easton-Page was the only M5 contender.

Mark McCulloch and Michael Hendry were easy winners of Class M6 in their Ford Escort Mk2 ahead of the rear-wheel-drive Ford Fiesta of Steven and Mary Wood.

Having been beaten by Ian Baumgart on the Scottish Rally Chris Collie got his revenge with victory in Class M8 where he and Gary McDonald took the honours in their Subaru ahead of the similar car of Baumgart and Dave Robson.

Michael Renton/John Shepheard and Mike Grant/ Graham Kelman finished first and second in the Subaru dominated Clubman 4WD class when class leader John and Megan O'Kane retired with a blown engine.

Andy Kelly and Roy Campbell were the highest placed Historic class crew in their Ford Escort Mk1. Second quickest over the opening stage was the Mitsubishi Galant of Tom Coughtrie and Ian Fraser but it retired on SS2 with clutch failure. The Subaru Legacy of Donald Brooker/Tony Booth was second and the BMW of Ernie and Patrica Lee third.

Advertising enquiries: 01732 446757

BRC REPORT: GRAMPIAN RALLY

IN BRIEF

Edwards' saving grace

While Matt Edwards' rally was a huge disappointment considering he and the two Ford Fiestas his ME Rally Sport team were running retired, he was at least doing his bit for the future of the planet. Working with Carbon Positive Motorsport, all of the carbon emissions Edwards produced on the rally will be offset through the planting of trees and wilding projects as rallying works to improve its impression on the environment.

New car day

Both Cathan McCourt and Jason Dickson arrived in Aberdeenshire with brand-new Ford Fiesta machines. McCourt, making his first BRC start of the season and just second ever, collected a fresh Rally2 from Cockermouth two days before the Grampian so the car wasn't even stickered up when it competed. Junior driver Jason Dickson meanwhile upgraded from an R2 to a Rally4 for the event, but his rally was somewhat marred by a one-minute penalty for an early check-in.

A-list co-drivers

With Matthew Wilson's regular co-driver Stuart Loudon in Belgium doing gravel note crew for Gus Greensmith in the WRC, Greensmith's old co-driver Elliott Edmondson began his first rally since parting ways with Greensmith, alongside Wilson. Reigning British co-driver champion Patrick Walsh also made his first BRC start since winning the title alongside Matt Edwards in 2019, navigating for Elliot Payne in the National series. Edmondson won the event while Walsh placed third in the Nationals.

Anderson's Academy woe

There was no home luck for teenager Fraser Anderson in the BRC Academy Trophy, as the Scotsman parked his Ford Fiesta R2T up after the first stage with a clutch problem. That significantly released the pressure on Johnnie Mulholland who won the opening round at Oulton Park before being beaten by Anderson on the Nicky Grist. It was just as well from Mulholland's perspective as he was 26s slower than Anderson on SS1, but with a clear path thereafter he took a comfortable victory.

Last-minute preparations

Brian Brady and his team faced a race against time to ready his Ford Fiesta Rally4 for the event. After he retired from the previous round with a gearbox issue, a new box was ordered but it didn't arrive in Scotland until the day before the rally. Thankfully, rival Finlay Retson embodied true rallying spirit by allowing Brady's team use of their shed, meaning the new component could be installed successfully. It helped Brady on his way to his best-ever Junior BRC result in third.

Bell's missed opportunity

Ruairi Bell had looked set to become the first driver across any class to fully capitalise on his points joker and receive an extra five points for a victory. With rival William Creighton absent as he was competing in the Junior WRC instead, Bell elected to play his joker and it should've paid off as he led – poised to record back-to-back Junior wins – before hitting electrical trouble.

WILSON STUNS IN SCOTLAND AS BRC CHAMP EDWARDS FALTERS

Matthew Wilson led the Grampian Forest Rally from start to finish as Matt Edwards lost vital championship ground with mechanical failure. By Luke Barry

Command performance: Matthew Wilson dominated

The life of a test driver in motorsport is a conflicted one, as you get to sample and improve some of the most exotic machinery known to man but are left bereft of that competitive edge. But there was absolutely nothing uncompetitive about Matthew Wilson's Grampian Forest Rally performance as he took centre stage and won his first British Rally Championship rally in 16 years.

It was clear from the very off that Wilson meant business in Aberdeenshire. Fifth on his BRC return last month, he relished the opportunity to compete on a more even-keel as the Grampian was a new event to all of the frontrunners bar Osian Pryce, and Pryce hadn't been in these forests since 2013.

Indeed, despite what he called a "very poor" run, Pryce pushed Wilson the hardest on the opening run in Durris but was still pipped by three seconds by M-Sport's test driver and director, even though Wilson's run was stage performance was far from ideal. "We had a half-spin unfortunately quite near the start so that cost us quite a bit of time," he said. "I'm surprised to be quickest."

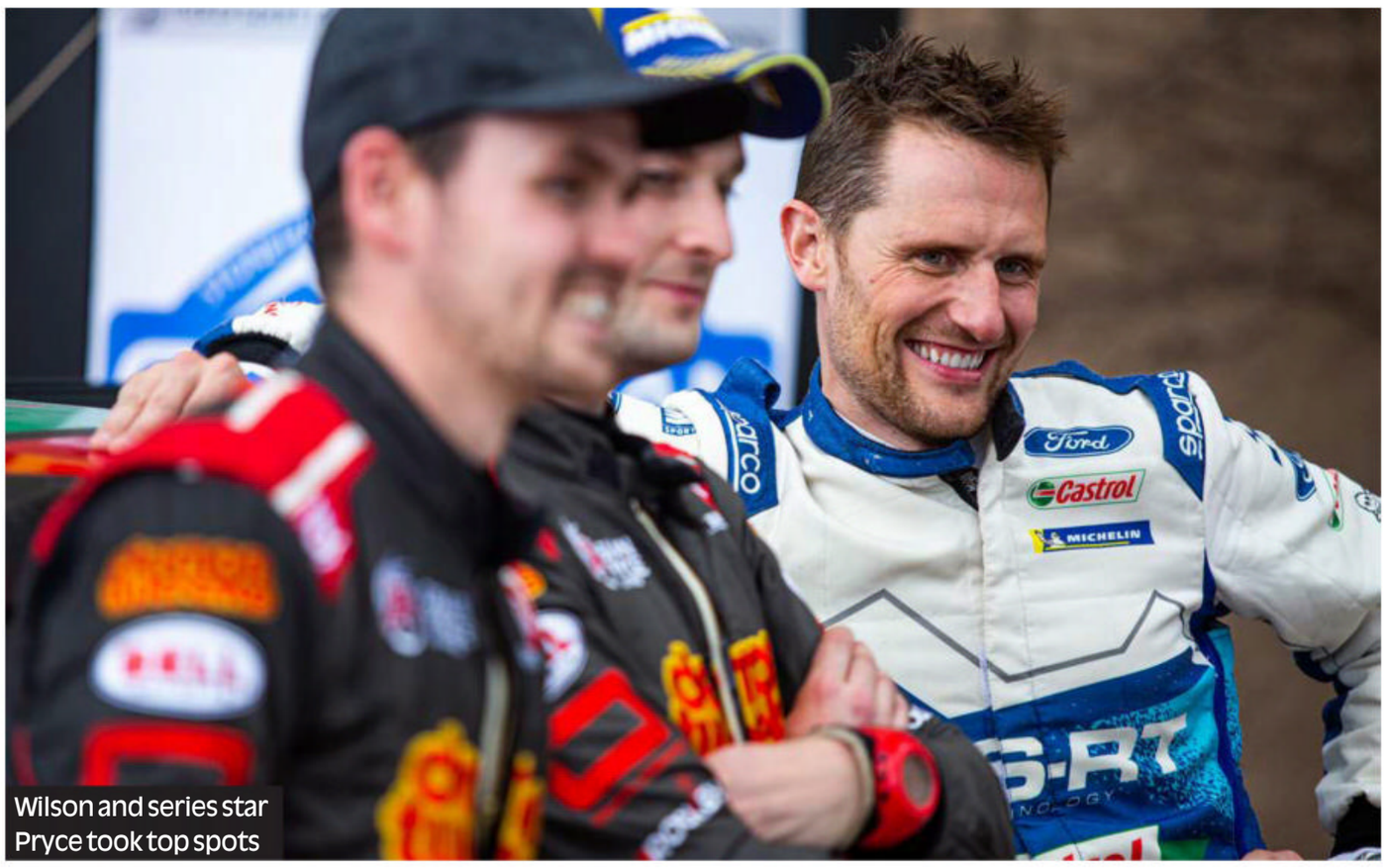
Stage conditions proved to be a challenge, as drivers were caught out by the slippery surface. Championship leader Matt Edwards' Volkswagen Polo was ragged and was joint third quickest with Rhys Yates' Fiesta, but Yates was in trouble early doors. "We had pop-off valve go off five times," he lamented, "[It is] really, really annoying because I felt like we were driving well. On the long straights you really need to use the torque so it is frustrating, but we did the best we could."

Championship leader Yates reached the podium despite issues, but his lead is now just a single point

The succeeding Fetteresso test was the longest of the rally at 8.55 miles, a nd again it was Wilson that set the pace, this time over Keith Cronin who was already showing signs of his old self as he continues to bed himself back into rallying. Edwards matched Cronin's effort while Pryce was a couple seconds slower, leaving Wilson with a handy 11s lead at first service over Pryce, with Edwards another couple behind.

Chasing a third successive British title this season, Edwards is aware that he doesn't need to win every rally but instead maximise his points haul from each event. Overhauling Melvyn Evans Motorsport team-mate Pryce was therefore a priority and that's exactly what he did on the next test, setting his first scratch time of the weekend – 5s up on Wilson and 6s up on Pryce. Now in second, Edwards and Wilson's machines couldn't be split on the second visit to Fetteresso, leaving them 8s

Photos: Jakob Ebrey



Wilson and series star Pryce took top spots

Keith Cronin took fourth as he reacclimatises to British rallying

Popular JBRC win for Kelly after electrics sidelined leader Bell

KELLY ROBS BELL OF JUNIOR VICTORY

Ruairi Bell had done everything right. Leading the rally by 27s with just two stages remaining, he was on course for his second Junior BRC victory in succession that would've stolen him a vital march in the title race.

But rallying is a cruel sport, and Bell was suddenly sidelined with an electrical problem and left to ponder what might, and perhaps should, have been. His demise was a rich reward for the most patient driver in the pack, Eamonn Kelly, who moved into the lead and was never, ever going to relinquish it.

Son of 2015 Irish Tarmac champion Donagh, Eamonn has been quietly effective this season and in taking his first Junior BRC win, he moves into the championship lead, 14 points clear of Finlay Retson.

Reston was expected to be one to beat on his home stages, but his event flat-lined practically right from the off. In the mix on SS1, an overheating ECU cut the power of his Fiesta Rally4 and dumped him down the order, losing two minutes. Sixth was all he could muster as he also picked up a puncture later on.

Outgoing championship leader Kyle White was another in the wars in his Peugeot 208 R2. His scintillating start to 2021 came to an end in Scotland as first his Peugeot's engine temperature began rising and misfiring, and then finally broken wheel studs put him out altogether.

It was an opposing tale for David Kelly who finally finished an event following a spate of recent mechanical issues, and did so in second place. He ended 18s down on Eamonn Kelly's winning time but 10s up on Brian Brady who completed an all-Irish podium.

apart ahead of the final two forest tests.

"On the third stage when Matt got a bit back on us we made a few mistakes," admitted Wilson. "I was hoping we wouldn't be quite as close as we are now so we'll just have to get on it for the next two and push to the finish. We can hopefully up it. Certainly the last stage [Durris] I'm quite confident as we had a good run in there this morning."

Wilson wouldn't have to dig as deep as he thought though. When Edwards rolled up to the regroup after SS4, there was a strong sense of deja vu. "It was all pretty good until we had a misfire," he said over the sound of a sick VW engine, a problem that also occurred on the Nicky Grist Stages. "It only happened for 100 yards but it's been fairly persistent since the stop-line, glad we're going back to service. We'd like to win obviously but if we can stay between Matt and Osian I think that's a healthy result."

Cruelly, a healthy result is exactly what Edwards wouldn't get. While he made it back to service and the team thought it had rectified the problem – like it had on round two – the fix turned out to be ineffective. Edwards completed SS5 but lost two minutes and was forced to park up on the way out of the stage with no points in his pocket.

"It's a shame we didn't have the fight with Matt in these last two," admitted Wilson after winning the contest. "We tried to keep a good rhythm and not make any mistakes, we're really chuffed. You've got no time to bed yourself in on these, you've got to really go for it."

Edwards' demise was a welcome boost for Pryce who wound up second at the finish, although he admitted "we'd rather have taken it fighting for it." Although the Polo pilot was mystified by his drop in pace compared to the Nicky Grist, he has now moved into second in the table, one point adrift of Yates.

The new championship leader had to graft for his points haul, entering the final test level with Cronin in third. Yates nicked the final step on the podium but only by a single second, and not to Cronin's disappointment. "I didn't really expect to be in the battle with any of them," he said, "but we're getting closer."

Yates didn't think he "could've done much more" on that final stage but was left to lick his wounds following the pop-off valve problem that was resolved from SS3 onwards. "You can't do anything about it but they're just so temperamental," he said. "Our pace is getting a bit better and started where we wanted to start, but we can't buy a break at the minute."

Josh Moffett brought his Hyundai i20 R5 home fifth and in "no man's land", 21s up the road from Cathan McCourt who was embroiled in a tight fight with Josh's brother Sam. Moffett, the winner on the first round at Oulton Park, had to cede sixth by just 6s.

James Wilson punched in his most impressive season performance to date with eighth, but it was nearly ripped away from him when the rear-left track control arm on his Hyundai i20 R5 disintegrated on the final stage despite him not hitting anything. Garry Jennings equalled his round two result with ninth while Tom Williams secured 10th on his first drive with a Skoda Fabia R5.

> ***"You've got no time to bed yourself in..."***
>
> **Matthew Wilson**

RESULTS

Grampian Forest Rally British Rally Championship
Round: 3/7 When: Aug 14 Where: Milton of Crathes, Aberdeenshire

POS	DRIVER/CO-DRIVER	CAR	TIME
1	Matthew Wilson/Elliott Edmondson	Ford Fiesta Rally2	38m49s
2	Osian Pryce/Noel O'Sullivan	Volkswagen Polo GTI R5	+20s
3	Rhys Yates/James Morgan	Ford Fiesta Rally2	+38s
4	Keith Cronin/Mikie Galvin	Ford Fiesta Rally2	+39s
5	Josh Moffett/Andy Hayes	Hyundai i20 R5	+1m28s
6	Garry Pearson/Niall Burns	Skoda Fabia R5	+1m28s
7	Cathan McCourt/Brian Hoy	Ford Fiesta Rally2	+1m49s
8	Sam Moffett/Keith Moriarty	Ford Fiesta Rally2	+1m55s
9	Stephen Petch/Michael Wilkinson	Ford Fiesta WRC	+2m08s
10	Elliot Payne/Patrick Walsh	Ford Fiesta R5	+2m14s

Class winners: BRC1: Wilson/Edmondson **Junior BRC:** Eamonn Kelly (Ford Fiesta Rally4) **BRC Academy:** Johnnie Mulholland (Ford Fiesta R2) **BRC National:** Pearson/Burns **BRC standings (after 3/7 rounds):** 1 Yates 49; 2 Pryce 48; 3 Matt Edwards 37; 4 S Moffett 37; 5 Wilson 35; 6 J Moffett 24; 7 Tom Cave 18; 8 Cronin 16; 9 Desi Henry 10; 10 Seb Perez 10

Delivery miles: McCourt's Fiesta was factory fresh

Advertising enquiries: 01732 446757

FEATURE

NP01-EVO:

OVER DESIRABLE AND OVER HERE

The US prototype is hitting UK tracks offering a cost-effective first step into endurance racing, and it's a proper bit of kit, as Graham Keilloh discovers

Jay Shepherd is seeking to distribute NP01 in UK

Shepherd's T7 Motorsport team specialises is encouraging drivers into entry-level endurance racing

As many of us can attest, disappearing down a YouTube rabbit hole isn't often the most productive of activities. But for Jay Shepherd – Britcar champion, multiple TVR Tuscan winner and head of T7 Motorsport as well as of performance parts, clothing and accessories concern WASPP – it provided a eureka moment.

"Basically I was just trawling through and I come across [a car and thought] 'woah that's nice, and I can't afford that, that's definitely going to be too much'," he tells Motorsport News.

"Then I watched a lot of videos about what they were saying, how it was really reliable, it's this and that and the other, it is great fun. And I looked a bit more and a bit more and then when I realised the price I thought 'wow I can't believe they've produced it for that'."

It was the NP01-EVO prototype, that was purpose built for the United States' NASA [National Auto Sport Association] Prototype series. And for Shepherd, the lightbulb that appeared above his head as a result was especially bright. He has considerable endurance experience and eight years under his belt racing in Fun Cup, including running a multi-car race team. Furthermore T7 Motorsport, Shepherd's race squad, specialises in encouraging drivers into entry-level endurance-type racing. This therefore seemed the perfect UK home for the car.

"We set up the Fun Cup Academy initially to get new drivers particularly from karting into the endurance formula and pitstops and strategies and all that sort of stuff," Shepherd continues, "and it was always quite difficult to get them to migrate other than going into, say, Ginettas or something that was a little bit more [visually] appealing than a Beetle. I think that it's just the image of the Fun Cups that held us back slightly.

"So I was always looking around for something to get hold of the inspiration of new drivers coming through from karting or into motorsport for the first time. And I came across this car in the US, the NP01, about 18 months ago and T7 Motorsport and WASPP have now set up the [UK delivery] agency for it."

T7 Motorsport indeed is working towards the NP01 initially having its own class in the British Racing and Sports Car Club's new Zeo Proto Series. And once 10 cars are sold the NP01 will have its own independent BRSCC three- and four-hour endurance championship in 2023, if not in 2022.

"I thought [the car will] fit the UK market for all the young drivers that are coming out of karting [and] gentlemen drivers," Shepherd says. "Even if you're an MX-5 enthusiast and the team that you're running with wants to invest in a car, there's great rental potential for the car where teams can earn some money from it as well.

"With the economic climate as it is there's always people that are watching the pennies slightly, and to have something that's as exotic and as stylish as this for what it costs in comparison to its competition, it just delivers."

There are more than 60 NP01s Stateside, which is encouraging, and the experience of those running them is encouraging too. "NASA's brief on [the car's] conception six years ago was to create a car that was

Photos: James Roberts Photography

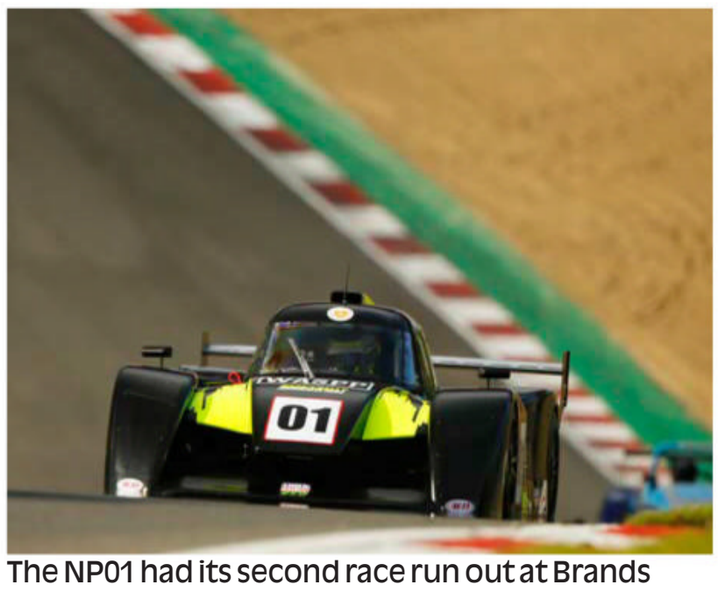
The car out the box ran well on Silverstone bow

Shepherd says in NP01 "you feel like you're in a proper little LMP car"

NP01-EVO VITAL STATISTICS

TOP SPEED	POWER	WEIGHT	ENGINE	BODY	COST
155 mph+	210 bhp	680 kg	MAZDA 2-Litre MZR	LMP STYLE	£75K +VAT

Shepherd spotted the car being raced in USA



The NP01 had its second race run out at Brands

The NP01 is set for a Zeo class then own independent championship

not only exciting to look at and drive but reliable and cost effective to purchase not only to use it almost every day on a trackday but go and race it at the same time," Shepherd explains.

"And it's just gone from strength to strength, the people once they buy a car they don't seem to swap on the open market at all really and they do endurance races with it, they mix it in with various other categories and classes."

Shepherd admits though that, bound by Covid restrictions, he with partner Ed Worthington took a risk at this point, as they purchased a NP01 without a test drive or even seeing it in the flesh. But their nerves were soon assuaged upon delivery of the first UK NP01. "It was beyond what I was expecting," Shepherd confirms.

He found that the two-litre Mazda-engined machine ticked all the boxes. It looked great with its LMP-style body, it was fast, cost-effective, simple to run, safe and reliable. And most importantly it was fun to drive.

"It's probably 30% faster than a Fun Cup and maybe 20% slower than a Radical," Shepherd continues. "It's a very similar layout to say a Formula Ford but with a LMP sort-of shaped body. When you drive the car it's got a really nice sound to it, you feel like you're in a proper little LMP car. It's a really nice feeling to be inside the car and centrally seated.

"I don't want something that's going to have a 170mph accident but I don't want something that's going to be unexciting to drive. With the aero effect the car has, it feels well planted and secure, but still allows you to hustle it around with confident slides which makes it exciting. So working with the car and developing it more it will be a cracking almost entry-LMP car, it's a good piece of kit.

"The brakes are unbelievable, they're so over engineered, big brakes, it stops on a sixpence. The nice thing are the hubs, they're all CNC-machined hubs, and they fit each corner so you don't need a different hub for the rear and the front."

And ensuring accessibility through sensible costs and simple operation is the priority in Shepherd's aims. "It's such a lovely thing for the money," he adds, "you're looking at £75,000 turnkey ready to hit the track, so it fits right underneath the Radical market and then you've got the Revolution series then you've got into Praga and then you're going higher still, but what [the NP01] delivers in its performance and aero and capabilities [is great].

"Most karting budgets nowadays are more per season than the NP01. [The NP01 is] something that if you're looking to go into cars and move forward it's a sensible proposition. With predicted annual running costs of under £50,000, shared between two to three drivers, it makes it very desirable. And that cost will include entries, testing, fuel [and] tyres. It's trying to keep that cost element right but give good, hard, close, competitive racing for a sensible budget.

"I'm trying to get a category that's desirable to look at and drive and own, it's easy to work on, it's got the reliability. I want a controlled, easy to own [and] run [formula], even if it's a lad and a dad on a trailer they could spanner the car and work through and not cost a fortune. But there's so many good benefits with the car."

Mere days after receiving his first NP01, and having only tested it on the Friday, Shepherd was showcasing it on track at Silverstone for the Zeo Proto Series' inaugural race meeting in June.

"The car ran absolutely fine and faultless," Shepherd reports, "we didn't really understand what we wanted from the car with the aero and set-up yet. Literally just we put some oil in and various bits and bobs, made sure it was all tracking right, did a nut and bolt check and sent it.

"What it did on the track was a bit of an eye opener really because you always expect something to go wrong or break or not quite be set up right but what Sebeco had built and sent over from the US was absolutely A1, it was bang on the money.

"We got round at a good turn of speed and [in] the Zeo championship [meeting] it was really well received. We had a lot of previous friends and connections from Fun Cup come and have a look at the car as well as new customers that were interested seeing the car going out."

The car's since had its second run-out, at Zeo's Brands Hatch Indy round earlier this month and again it showed good performance – setting a sub-50 second lap – as well as again won admirers and ran reliably. It's now clocked up over 660 miles and is still on the same set of slicks.

Driver and coach Nigel Greensall and two of his customers have also test driven the car on the Snetterton 300 circuit, and Greensall was pleased by the car's handling, performance-to-cost and enjoyment, and set a 2m05s lap time with traffic and without pushing. More broadly Shepherd has received lots of interest in test drives and is looking to run some test days as soon as possible.

"It's a really good trackday car as well," Shepherd adds. "Because the engines are so reliable because it's Mazda at the end of the day, the percentage that they're dropping off through wear and tear is minimal.

"And it's got the right parts on it and it's got beefy hubs and wishbones and decent gearbox and proper engine, it's a strong-built car, proper steel tubular chassis with the fibreglass around it so it's got all the crush cells on it and bag tanks, dry-break fuelling, it's a proper piece of kit."

Shepherd wants to keep the car in its US spec so customers have the security of knowing it can be raced on either side of the Atlantic, but he notes that's not the only benefit in the forthcoming NP01 championship.

"We would like to create a transatlantic race once a year where we go over and do a 12-hour race at Sebring or a Daytona or whatever and vice versa, the Americans come over and race against the UK NP01s at Silverstone for instance. So there's lots of spin offs from it.

"It's got all the right ingredients to deliver what I've always wanted as a driver, in the sense of budget, ease of use, and it's all generally simple parts and it's got a lot of legs in its cost and performance.

"It's just right for the market, it's got a lot of potential to create a really great endurance series at a sensible price, good reliability and it's something that we've not seen before in the UK." ■

The NP01 is simple to operate

"It just delivers as an exotic and stylish car for its cost"

Jay Shepherd

The car's been getting admirers

Advertising enquiries: 01732 446757

RACING REPORTS

Photos: Steve Jones

SNETTERTON: CSCC BY RACHEL HARRIS-GARDINER — AUGUST 14-15

Sam Polley powered his pocket rocket to a win

TVR Tuscan racer Stuart Daburn claimed Future and Modern Classics glory

MINI MARCOS MAN POLLEY TAKES GLORY

Sam Polley scored one of the weekend's most popular wins when he took Swinging Sixties Group 1 honours in his Mini Marcos.

According to Polley, it's nothing like driving a Mini, and he had no trouble passing the Mini of Ralph and Charlie Budd and fellow A-series-powered Ian Staines, driving an MG Midget. The Budds were third, behind Tim Cairns in a Frogeye Sprite, who had kept with the leaders for most of the race.

Group 2 was won by Steve Hodges in his Lotus Seven. He had been running a lonely second until the Triumph TR6 of TCR specialist Josh Files pulled out with brake problems.

Stuart Daburn won both Modern and Future Classics, driving a TVR Tuscan. The Future race was a straightforward lights-to-flag victory, but Karl Cattliff's BMW M3 proved quicker in the Modern event, even surviving a single-lap sprint to the end after a safety car. He was later penalised though for taking a short pitstop and dropped to fifth. The safety car has been out for the retrieval of Dave Griffin's BMW M3 from the Bombhole.

Adam Brown (Vauxhall Astra) could have been seen as taking the Tin Tops crown by default, following an uncharacteristic string of penalties for on-track winner Tom Mensley, in a Renault Clio. However, Brown was fast and consistent and deserved the win.

Matthew Evans, driving a BMW 1M Coupe, made up for a mystery departure from the Slick Series race by winning the first Open Series encounter on Saturday. The BMW expired again in Race 2 and the buggy-like Lotus Cup car of David Harvey was the winner.

The Slick Series race itself was won by the Ferrari 458 of Nigel Jenkins. Jenkins had dominated the race from the beginning, when Evans put up the briefest of serious challenges. Even a 54-second penalty for a short pitstop did not stop him winning by a huge margin.

New Millennium was decided by pitstop tactics rather than pitstop penalties. Maxwell and Chris Petch pulled their Ginetta G50 in for its stop at precisely the same time as the safety car came out, having worked their way into contention from fifth. Second-placed Stephen Scott-Dunwoodie (BMW M3) took his stop early and kept ahead of the marginally-quicker M3 of Tom Houlbrook, which was third. Houlbrook attempted to avenge this defeat in the first Open Series race, but tangled with the M3 of David Gardner at Riches.

He was unable to catch Evans, but Gardner was worse off in eighth.

Both Magnificent Sevens races were won by the Caterham of Ben Simonds. John Cutmore put his unusual Spire RB7 on pole, but retired from race 1. He was second in race 2, behind Simonds.

RACE WINNERS

Slick Series Nigel Jenkins (Ferrari 458)

Gold Arts Magnificent Sevens
Race 1 & 2: Ben Simonds (Caterham CSR 2400)

Liqui Moly New Millennium/Turbo Tin Tops/Puma Cup
New Millennium: Maxwell Petch/Chris Petch (Ginetta G50) **Turbo Tin Tops:** Phill Briggs (SEAT Leon) **Puma Cup:** James Clare (Ford Puma)

Co-Ordsports Tin Tops
Adam Brown (Vauxhall Astra)

Open Series
Race 1: Matthew Evans (BMW 1M Coupe)
Race 2: David Harvey (Lotus 340R)

Swinging Sixties
Group 1: Sam Polley (Mini Marcos); **Group 2:** Steve Hodges (Lotus Seven)

Future Classics
Stuart Daburn (TVR Tuscan)

Mintex Classic K
Charlie Allison/ Peter Thompson (Shelby Cobra)

Modern Classics
Stuart Daburn (Tuscan)

Matthew Evans restored pride with Open victory in his BMW

MONDELLO PARK: ICCR BY LEO NULTY — AUGUST 14-15

Photo: Michael Chester

Mullins was a star in the F1-powered Gould

Michael Cullen was a winner in different machines

MULLINS IS THE BOSS AROUND MONDELLO PARK

Sylvie Mullins' Red Bull-liveried and Judd F1-powered Gould proved a big hit with the crowds at Mondello Park at the weekend.

In race one, he held off the attentions of Aaron Gaughran, in the ex-Cian Carey Dallara F3 car, while in race two, he had to battle by the fast-starting Eamon Matheson to take the lead and then was almost caught by Fergus Faherty on the last lap

The unbeaten Michael Cullen took two more Stryker wins, and added a Fiesta ST win to his tally too, with Kevin Doran taking the other ST win. Michael Barrable has been the man to beat in Fiesta Zetecs this year and he took another victory in the first race, with Alan Dawson taking race two, with Ian Fishbourne coming out tops in a hectic battle for runner-up spot.

Tony Canny took the pre '55 honours, having fought past the similar Riley of Ken McEvoy, but in a cracking race two, neither had an answer to the spectacularly driven Ford sidevalve Special of Kevin Sheane.

Jackie Cochrane's V8 Tiger took its two customary HRCA wins, with Shane Murphy doing the same thing in Seat Supercup and Stephen Traub in ITCC.

Dan Polley won a frought Formula Vee race, which saw cars spinning everywhere when oil was dropped on an already wet surface. In race two, Jack Byrne got ahead and as Polley fought back, he spun exiting the Esses, with Gavin Buckley being the benefactor and reigning champion Anthony Cross pipping Polley to third..

Philip Sheane took two fine wins in Formula Sheane, despite dropping back off the line in both. Rob Barrable was the cash winner in the Irish Legends series, taking three of the six races, with Geoff Richardson taking two, and Rob's brother Peter the remaining one.

Aidan Byrne and Ger Byrne shared the spoils in two entertaining Future Classics races. Northern Ireland visitor Conor McEllmell had the legs of both, but broke the barrier time in both races, the resultant penalties dropping him down the order.

Before racing commenced on the Sunday, the marshals gathered on the grid and held a minutes' silence, in honour of Robert Foote, the marshal killed at Brands Hatch a few weeks previously.

RACE WINNERS

Formula Sheane
Race 1: Philip Sheane; **Race 2:** Philip Sheane

Formula Vee
Race 1: Tim Murray (Sheane); **Race 2:** Jack Byrne (Sheane)

HRCA
Race 1 & 2: Jackie Cochrane (Sunbeam Tiger)

Irish Legends:
Race 1, 2 & 6 : Robert Barrable; **Race 3 & 4:** Geoff Richardson; **Race 5:** Peter Barrable

HRCA Pre '55
Race 1: Tony Canny (Riley TT Sprite); **Race 2:** Kevin Sheane (Ford Special)

Fiesta ST Championship
Race 1: Kevin Doran; **Race 2:** Michael Cullen

Formula BOSS Ireland
Race 1 & 2: Sylvie Mullins. (Gould)

Irish Strykers
Race 1 & 2: Michael Cullen

Fiesta Zetec Championship
Race 1: Michael Barrable; **Race 2:** Alan Dawson

Future Classics
Race 1: Aidan Byrne (Toyota Celica); **Race 2:** Ger Byrne.(BMW 323i)

SEAT Supercup Ireland
Race 1 & 2: Shane Murphy

ITCC
Race 1 & 2: Stephen Traub.(Honda Integra)

RACING REPORTS

Photos: Mick Walker

SILVERSTONE: MSVR BY STEVE WHITFIELD — AUGUST 14-15

SIMMONS FINALLY FULFILS THE GB3 PROMISE

Chris Dittmann Racing man Ayrton Simmons took GB3 win brace at Silverstone

The Nearys, Sam and Richard, won in their rebuilt British GT Mercedes-AMG GT3 monster

Ayrton Simmons took two victories during the latest GB3 round at Silverstone to end a difficult run of form.

Having not scored a podium finish since his victory at the same venue in June, Simmons put in a strong performance during a rain-affected qualifying. After beating polesitter Ollie Bearman off the line in race one, Simmons took a controlled win, while Bearman dramatically retired on the second lap when his left-rear wheel sheared off at Copse. Roberto Faria profited to take second, while 2019 Formula Ford Festival winner Jonathan Browne scored a remarkable podium finish for Hillspeed on his slicks-and-wings debut. Championship leader Zak O'Sullivan finished a lowly 15th after suffering a puncture in a collision with Sebastian Alvarez.

Simmons took another victory in race two after resisting race-long pressure from Bearman, who finished less than a second behind. Faria finished on the podium again, just ahead of O'Sullivan. Bart Horsten passed rookie Branden Lee Oxley, who impressed in only his second weekend in the series, to take fifth on the final lap.

Roman Bilinski was involved in an early lead battle with Faria in the reversed-grid race, but both retired after contact with third-placed Oxley. O'Sullivan took advantage to move in front, before taking victory by over eight seconds from Oxley, who was later excluded for the incident with Bilinski and Faria. That promoted Hitech GP duo Horsten and Sebastian Alvarez to second and third respectively.

Richard and Sam Neary took three wins in the GT Cup despite their Team Abba Mercedes AMG GT3 car only just being repaired in time for the event following a start-line crash in July's British GT round at Spa-Francorchamps. Paul Bailey and Ross Wylie were the only pairing to beat them over the weekend, after Wylie passed Neary Jr in the closing stages of Saturday's pitstop race to give the Brabham BT62 its first outright series victory.

Phil Jenkins took two wins in the Caterham 7 Series after an incredibly close battle with Anthony Barnes in both encounters. The pair were separated by just 0.006s at the chequered flag in race one, before crossing the line 0.040s apart in race two. Dan Gore prevailed in both Monoposto races in his Jedi Mk 6 after a close duel with Jason Timms. Chris Dyer pipped Mark McAleer to victory in the first of the Porsche Club Championship races, before reigning champion Simon Clark recorded his sixth win of the campaign in race two ahead of Dyer.

RACE WINNERS

GB3 Championship
Race 1 (9 laps) 1 Ayrton Simmons; 2 Roberto Faria +1.105s; 3 Jonathan Browne; 4. Christian Mansell; 5 Frederick Lubin; 6 Branden Lee Oxley **Fastest lap:** O'Sullivan 1m55.975s (113.73mph) **Pole:** Oliver Bearman. **Starters:** 17.
Race 2 (10 laps) 1 Simmons; 2 Bearman +0.676s; 3 Faria; 4 Zak O'Sullivan; 5 Bart Horsten; 6 Oxley. **FL:** Bearman 1m56.480s (113.13mph). **P:** Simmons. **S:** 17.
Race 3 (10 laps) 1 O'Sullivan; 2 Horsten +8.651s; 3 Sebastian Alvarez; 4 Bearman; 5 Tom Lebbon; 6 Reece Ushijima. **FL:** O'Sullivan, 1m55.775s (113.82mph). **P:** Bilinski. **S 17. Points:** 1 O'Sullivan 399; 2 Mansell 291; 3 Faria 283; 4 Simmons 276; 5 Ushijima 271; 6 Horsten 242

GT Cup
Races 1 & 3: Richard Neary (Mercedes AMG GT3); **Race 2:** Paul Bailey/Ross Wylie (Brabham BT62); **Race 4:** Richard Neary/Sam Neary (Mercedes AMG GT3)

Porsche Club
Race 1: Chris Dyer (Cayman S); **Race 2:** Simon Clark (Cayman S)

Monoposto
Races 1 & 2: Dan Gore (Jedi Mk6)

MSV Supercup
Richard Clarke (Ford Flesta ST)

Radical SR3 Challenge
Race 1: James Sweetnam; **Race 2:** Matt Bell; **Race 3:** Jerome De Sadeleer

7 Race Series
Races 1 & 2: Phil Jenkins (Carterham 420R)

BRANDS HATCH: MSVR BY BRIAN PHILLIPS — AUGUST 15

Photo: Gary Hawkins

ITALIAN MACHINES TAKE THE SPOTLIGHT AT BRANDS

Big crowds and Italian exotica are features of the popular Festival Italia meeting, and although the crowd was back this year after the lifting of Covid restrictions, a bumper Alfa Romeo entry overshadowed the Ferraris that normally take pride of place.

For the first time, current cars contesting the Alfa Championship were on the same programme as a growing Classic Alfa series for cars from the 1950s to the early '80s.

The championship races maintained previous form, Barry McMahon (156) continuing his domination by winning both 20-minute encounters. In race one Scott Austin's 155 held second ahead of George Osborne (75) and Graham Seager (147 GTA), although he fell behind both before the end. The class for Twin Spark cars went to Jonathan Billingsley's 156 by the narrowest margin.

The overall top three were in the same order in race two, but not before Osborne and Seager twice swapped places while negotiating backmarker traffic. Richard Ford was the first Twin Spark after passing Billingsley.

Brothers James and Ben Colburn filled the front row for the Classic Alfa race, but once they left the grid Ben couldn't stay with his sibling's Giulia Sprint. Chris Snowdon held second until his Alfetta fell sick, promoting Ben's Berlina into a family 1-2.

Formula Classic cars provided the best of the Ferrari action. Poleman Wayne Marrs made a poor start in race one, but was in charge from lap two. Interest focused on the contest for second between Tim Walker and Gary Culver, whose older 328 was passed at the end by Tristan Simpson to complete a 355 Challenge podium, having missed most of the qualifying session.

Marrs won again in race two, while Walker had an excursion and could only recover to fifth. Simpson put in another charge from a lowly start but failed to overhaul Culver for second place.

Marrs switched to a 488 Challenge for the Ferrari Club races, winning one of these and finishing second in the other. He was beaten at the first attempt by Peter Smith's 488, which made a bold lunge from third to first on the first flying lap and resisted all Marrs' efforts to retaliate. This was a shortened race, rerun after Chris Compton-Goddard crashed at Paddock, plunging off moments after recovering from a Clearways spin.

In the second race Marrs dominated the poor field, making his escape while Nigel Jenkins (458 Challenge) successfully fended off Smith.

Barry McMahon was a two-time Alfa Romeo championship winner in his 156

James Colburn rolled back the years in his Giulia Sprint GT

RACE WINNERS

Alfa Romeo championship
Races 1 & 2: Barry McMahon (156)

Classic Alfa Challenge
James Colburn (Giulia Sprint GT)

Ferrari Club Racing
Race 1: Peter Smith (488 Challenge); **Race 2:** Wayne Marrs (488 Challenge)

Ferrari Formula Classic
Races 1 & 2: Wayne Marrs (F355 Challenge)

Advertising enquiries: 01732 446757

COLUMNIST

JOEY FOSTER

Why the Formula Ford icon is gunning for some record-breaking triumphs in 2021

Photos: Jakob Ebrey

Foster has refined RFR20

Proud Cornishman is back in harness in 2021

I am really enjoying being back on the Formula Ford 1600 scene more regularly this year and, after the Covid-prompted delays of last season, it is great to be able to get my teeth into a proper programme.

I did do a couple of races last year. I did some of the National rounds with the Firman chassis, the RFR20, which was an updated version of the original RFR16 chassis that Luke Williams used to win the National Formula Ford Championship in 2017.

I had raced a Ray in National Formula Ford for a few seasons and I just wanted a change, which is why we switched to the Ralph Firman-built car. I have done lots of testing for Ralph for his F1000 cars and F2000 cars which he sells to America and all the time, I was nagging him to build a Formula Ford 1600 car again.

I tried hard to convince him and eventually he did and Luke did really well with it. At the time, I wasn't in a position to use the chassis but when Luke's car came up for sale, the timing was right for me. The car is run by Don Hardman and Keith Bodicoat, who have looked after my cars for ages – almost 20 years.

Ralph Firman helps a lot too and I have been to see him recently. We have been working out how to get the most from the RFR20. While it is fantastically quick – Luke proved that by winning the title – it still needs some refinement.

We are trying to make it easier to set up when the conditions change. It is rapid in the dry and it can be sporadically quick in the wet – I was on pole in the wet at Silverstone last year in the Walter Hayes Trophy and again at Silverstone in the wet this year – there is quite a big change between the two in terms of what you have to do to the car. While the car is good, I think we can make it even better and that is why we have been just off the pace in recent rounds. We have been chasing ourselves with set-up really, and we need to stop doing that. We have probably gone the wrong way a bit.

Working with Ralph is great. We push each other along and he still has such an enthusiasm for it. He is always at the races with spares and he is always on the phone after the rounds to find out exactly what has happened. He is always there to help if we need parts made or fabricated. His passion for Formula Ford is as strong as ever.

Formula Ford is a category I simply love. I was quite wrapped up in my online furniture business Roseland and it is doing really well. It has taken off since 2010 and I got married too, which means I have been very occupied. I had to put my own driving on the back seat for a while.

I am 39 years old and I am there to enjoy my motorsport, and I love the close racing in Formula Ford. I always have. I would race wheelbarrows or lawnmowers if it was competitive.

What really draws me in to Formula Ford and what I believe motor racing should be is that it is not just driver vs driver, it is a formula for team, engineers and designers too. The category has been around for years and there are all kinds of chassis out there but there is still room to find a tweak or a set-up that can find you a couple of tenths of a second per lap. You can work away at it. That is why I love it.

I think some people might underestimate how competitive FF1600 still is. I was speaking to [rival racer] Alex Walker's dad recently. He had taken some karters to an FF1600 race and they turned around and said 'why didn't we know about this category? It looks fantastic'. They wanted to get involved.

I know young drivers come through the ranks and they want wings and flappy paddle gear changes, but there is a lot to be said for the basics of Formula Ford.

My aim this year is to become the first man to win the Formula Ford Festival three times, and to become a four-time winner of the Walter Hayes Trophy. We have some new bits coming for the car and we will try those out to see if they work and get ready for the blue riband events at the end of the year. It is a tall order given how close the pack is, but it is not going to stop me pushing as hard as I can.

Joey Foster (centre) takes on the battle pack in the 2017 Walter Hayes Trophy final at Silverstone

"Some people underestimate how competitive FF1600 remains to this day"

WHAT'S ON

YOUTUBE

What do you give the man to drive who's driven pretty much everything? That was the question facing Goodwood Festival of Speed organisers in 2015 regarding Anthony Reid.

The Festival has a long tradition of combining an eclectic range of drivers with an eclectic range of cars. And Reid got to take a 900bhp NASCAR Toyota Camry up the famous hill.

Reid reveals: "I've been racing for almost 40 years, and it's just one of those things on my bucket list to do". Plus it's not any old NASCAR car: it's owned by Michael Waltrip Racing and run by Richard Childress Racing, two major names. Reid's relish for getting his hands on it is obvious. He confirms too the car lived up to his expectations.

Then you can watch Reid "ringing its neck" as he sets a sub 51-second mark.

Watch it all at: youtube.com/watch?v=wF_6UySqxGU or by searching 'Anthony Reid's incredible NASCAR run at Goodwood'.

Graham Keilloh

Reid aboard monster

TV GUIDE

The weekend is one all avid motorsport TV watchers anticipate, with the latest Le Mans 24-Hour race. And you even can supplement the several hours of live action.

If you don't hang about there's the best of 2018's Le Mans on this morning (Thursday) on Eurosport 2 at 0600hrs-0750hrs, and it's followed by last year's race on Eurosport 1 (0800hrs-0900hrs, and repeated on Eurosport 2 at 1200hrs-1300hrs). While 2019's Le Mans is shown tomorrow on Eurosport 2 at 0600hrs-0745hrs.

Plus if you fancy a look at Le Mans much further back, or at least a Hollywood interpretation, Sky Cinema Drama shows Le Mans 66 on Saturday at 0755hrs-1035hrs and at 1825hrs-2100hrs.

There's also Le Mans Cup's opening Road to Le Mans support race shown early on Saturday at 0500hrs-0535hrs.

This weekend's World Touring Car Cup Hungaroring action is on Eurosport 2, with qualifying on Saturday at 2230hrs-2300hrs and race one on Sunday at 2100hrs-2200hrs followed immediately by race two at 2200hrs-2300hrs.

Next week we gear up for Formula 1's return in Belgium, so Sky Sports F1 delves into Spa's rich history. First the dramatic, sodden, 1998 race is broadcast in full on Monday at 1900hrs-2130hrs while the full 2005 race is the following day at 1900hrs-2100hrs.

Graham Keilloh

Le Mans is on the box

LIVE TV

LE MANS 24 HOURS
Practice 3: Thursday, 1300hrs-1600hrs, Eurosport 2
Hyperpole qualifying: Thursday, 1950hrs-2045hrs, Eurosport 2
Practice 4: Thursday, 2045hrs-2310hrs, Eurosport 2
Warm up: Saturday, 0815hrs-0900hrs, Eurosport 1
Race: Saturday-Sunday, 1415hrs-1530hrs, Eurosport 1

LE MANS CUP ROAD TO LE MANS
Race 2: Saturday, 1100hrs-1215hrs, Eurosport 1

INDYCAR GATEWAY
Practice: Saturday, 1815hrs-1945hrs, Sky Sports F1
Qualifying: Saturday, 2200hrs-2300hrs, Sky Sports F1
Race: Sunday, 0100hrs-0400hrs, Sky Sports F1

DTM NURBURGRING
Qualifying 1: Saturday, 0930hrs-1015hrs, BT Sport 3
Race 1: Saturday, 1215hrs-1400hrs, BT Sport 2
Qualifying 2: Sunday, 0930hrs-1015hrs, BT Sport 3
Race 2: Sunday, 1215hrs-1400hrs, BT Sport 3

DTM TROPHY NURBURGRING
Race 1: Saturday, 1400hrs-1500hrs, BT Sport 2
Race 2: Sunday, 1400hrs-1500hrs, BT Sport 3

NASCAR MICHIGAN
Race: Sunday, 1930hrs-2330hrs, Premier Sport 2

LISTINGS

SATURDAY

■ **Oulton Park, Cheshire**
MSVR meeting: EnduroKa, Trackday Trophy, Trackday Championship **Starts** racing from 1055hrs (qualifying from 0830hrs) **Admission** adult £14, under 13 free **Web** msv.com **Contact** 0843 453 9000

SATURDAY/SUNDAY

■ **Brands Hatch, Kent**
Mini Festival: F3 Cup, FF1600, Mini Seven, Mini Miglia, Pre '66 Minis, Super/Mighty Minis, Fastest Mini **Starts** Saturday, racing from 1215hrs (qualifying from 0900hrs) Sunday, racing from 1030hrs (qualifying from 1000hrs) **Admission** adult £22, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Silverstone, Northants**
BARC meeting: Britcar, MGOC, Junior Saloons, Kumho BMW, Hyundai Coupe, Super Saloons, Tin Tops, Silhouettes, Karts **Starts** Saturday, racing from 1130hrs (qualifying from 0900hrs) Sunday, racing from 0925hrs (qualifying from 0900hrs) **Admission** £14 **Web** silverstone.co.uk

■ **Donington Park, Leics**
BARC meeting: Trucks, Caterham Graduate, C1 Challenge, Pickups, Sports/Saloons, Legends **Starts** Saturday, racing from 1155hrs (qualifying from 0910hrs) Sunday, racing from 0930hrs (qualifying from 0910hrs) **Admission** adult £22, under 13 free **Web** msv.com **Contact** 0843 453 9000

■ **Anglesey, N Wales**
750MC meeting: Clio 182, 116 Trophy, Formula Vee, Ma7da Series, 5Club MX-5 Cup, Type R Trophy, Sports 1000, 750 Formula, Historic 750 Formula, Sports Specials, Armed Forces **Starts** Saturday, racing from 1220hrs (qualifying from 0900hrs) Sunday, racing from 0945hrs (qualifying from 0900hrs) **Admission** £15 **Web** angleseycircuit.com

■ **Croft, N Yorks**
DDMC meeting: Northern Sports/Saloons, Fun Cup, Cockshoot, MX5 **Starts** Saturday, racing from 1130hrs (qualifying from 0930hrs) Sunday, racing from 1256hrs (warm up from 1200hrs) **Admission** adult £15, under 15 free **Web** croftcircuit.co.uk **Contact** 01325 721815

SUNDAY

■ **Mallory Park, Leics**
VSCC meeting: Front-engined Formula Junior, Pre-War Sports, Edwardians, Pre-War Racing Cars, Specials, VSCC Handicaps, Alvis Centenary Race, Under 30s Race, Allcomers **Starts** racing from 1300hrs (qualifying from 0930hrs) **Admission** adult £15, under 14 free **Web** malloryparkcircuit.com **Contact** 01455 502214

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Photographs must be of a good quality and please send no more than three images

ART EDITOR MIKE STOKOE'S FAVOURITE OF THE WEEK!

Chris Noble enjoyed the action on a recent HERO event

A Knockhill mix from Alex Ireland

David Harbey took a trip to Snett

British GT Aston Martin, by Chris Collier

Sportscars to the fore, by Gary Hill

STAR LETTER

In defence of Mr Needell

While greatly enjoying the tales of one of Britain's most overlooked talents, I fear both Geoff Lees (*Motorsport News, August 12*) and I might be remembering some past events through differently tinted glasses…

My spin at Suzuka's 130R is indeed a moment of legend – but it was Geoff and the other two non-Japanese drivers in the race, Stefan Johansson and Eje Elgh, that had all been winding me up. They were doing the whole season while I just turned up late in the year to see if I could make the only Ralt in the field more competitive – Geoff was actually in a March…

Taking 130R in practice I was having a lift in fifth gear – not going down to fourth – and made the mistake of asking my 'mates' if it was flat on the sticky qualifying tyres of which we only got one set. Emboldened by their positive reply the challenge was on … and I almost made it. No kerb hit, just the little dip mid-corner that got the rear end loose. The Ralt responded to the first correction… but not the second.

A massive 360-degree spin ensued that took me halfway to the chicane, but without hitting anything, leaving me to hobble into the pits with four very flat spotted tyres… it may have been flat in a March but it wasn't in a Ralt…

Tiff Needell
Via email

NEXT WEEK OUT THURSDAY, AUGUST 26

**Correct at time of going to press*

EXCLUSIVE INTERVIEW
KARUN CHANDHOK
READERS' Q&A
The expert Formula 1 pundit who has been there and done that

ROCKING AROUND THE CLOCK
Full report from the Le Mans 24 Hours

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